

A Collection of Articles on Hayling Island

Volume 2



Photograph of a Short S.23 Empire flying boat that might one day have flown from Langstone Harbour.

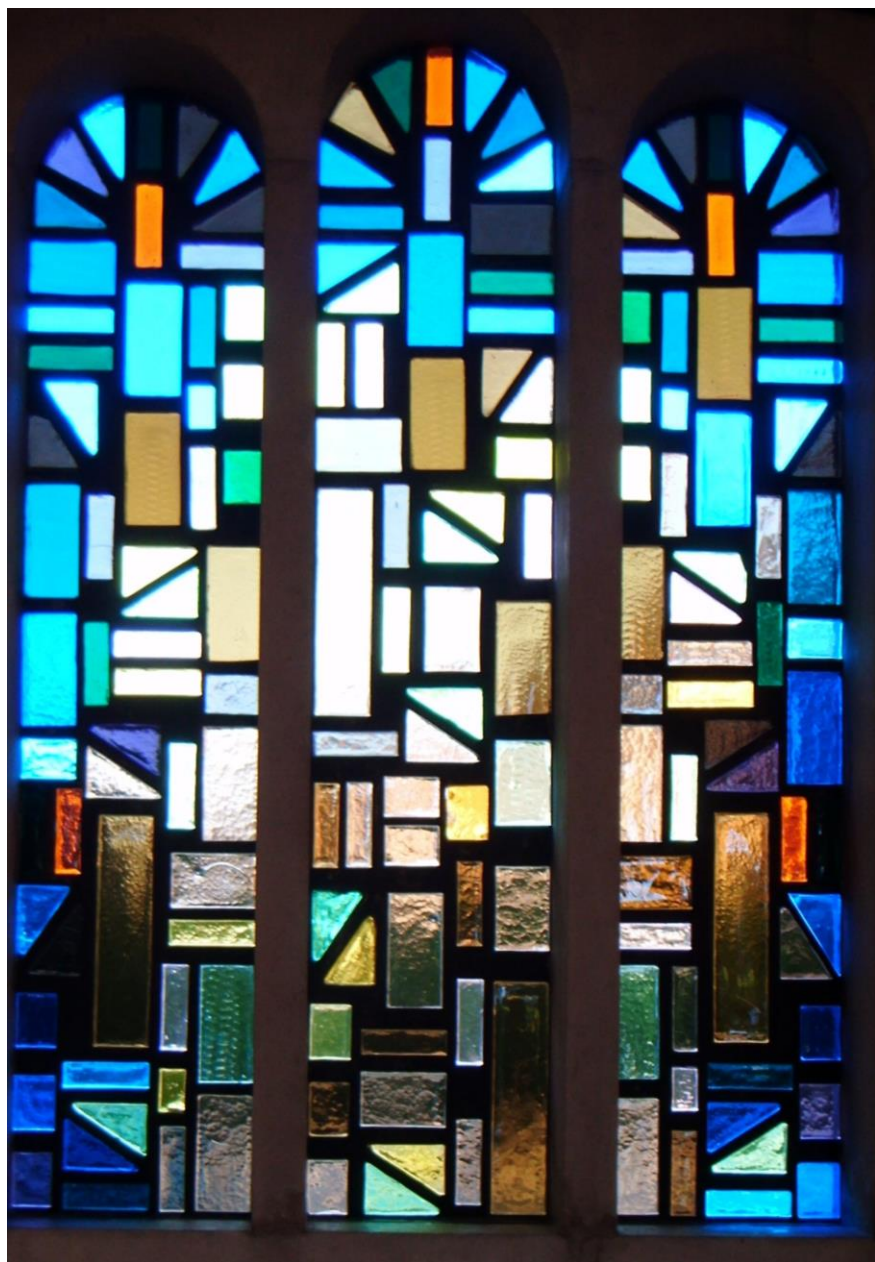
Havant History Booklet No. 47

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A stained-glass window in St Patrick's Church, Hayling Island.

Photo courtesy of Robin Walton.

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Edited by Ralph Cousins

Read also: A Collection of Articles on Hayling Island, Volume 1
Havant History Booklet No. 5

A Brief Timeline of Hayling Island

- 2000 to 750 BC – Bronze Age inhabitants on Hayling Island
- 1250 to 750 BC – Later Bronze Age urn-field cemetery extended across the northern part of Langstone Harbour and Hayling Island when the harbour was dry land
- 750 to 450 BC – Tournerbury Early Iron Age earthwork camp
- c.100 BC to AD 100 – Iron Age temple erected
- 6th Century – The Saxons land in South-east Hampshire
- 1086 – Hayling owned by the monks of St Swithun in Winchester. The population is about 300. Hayling has a salt pan
- 12th Century – St Peter's Church is built
- 13th Century – St Mary's Church is built
- 1284 – The Bishop of Winchester takes over the Manor of Havant from his monks, which includes a large part of North Hayling
- 1324 – Part of South Hayling and a church said to have been lost to the sea
- 1544 – Duke of Norfolk becomes Lord of the Manor of Hayling
- 1553 – Manor of Havant let on lease to among others the Cottons, Moodys, Thomas Holloway.
- 1777 – Hayling Manor House rebuilt by the Duke of Norfolk on the site of an earlier building
- 1801 – The population is about 578 divided between small villages
- 1820 – Sir George Thomas Staunton takes over the lease of the Manor of Havant and purchases the manor in 1827
- 1823 – William Padwick purchased the manor house and title of Lord of the Manor of Hayling from Bernard Edward Howard, Duke of Norfolk, for £38,614 5s. 5d. (£38,614.27)
- 1824 – Toll Bridge from Langstone to Hayling Island opened
- 1825 – Norfolk Crescent begun but not completed
- 1840 –1876 Commons and arable common fields in North Hayling

enclosed

- 1848 – The Rose in June public house opened
- 1865 – Hayling Island gained a lifeboat
- 1865 – Havant & Hayling Coal Company Ltd supplied coal at Langstone Quay at 23 shillings per ton or delivered in Havant at 24 shillings
- 1865 – A railway opened for goods to Langstone Quay and in 1867 for passengers from Havant to South Hayling
- 1867 – Common fields in Stoke Tithing, North Hayling, enclosed
- 1870 – Large areas of common enclosed in Havant and Hayling Island, including Havant Thicket, South Moor and Creek Common
- 1883 – Hayling Island Golf Club formed
- 1883 – George Bell, later Bishop of Chichester, born on Hayling
- 1895 – Water tower built
- 1898 – All of Hayling had a piped water supply
- 1901 – The population was over 1,600
- 1898 – All of Hayling Island has a piped water supply
- 1919 – Foundation stone of Treloar Hospital, Sandy Point, laid
- 1920s – First Holiday Camp established at Northney by Captain Warner
- 1921 – British Mosquito Control Institute opened at Seacourt,
- 1925 – Catholic Church of St Patrick opened in Manor Road following a bequest by Emily Louisa Coleman
- c.1928 – St Patrick's Open Air School opened at Westfield
- 1931 – Amusement park opened
- 1934 – Ebenezer Cole, the last of the Hayling salt-makers, died aged 90
- 1938 – Building started on Sunshine Holiday Camp at Mill Rythe
- 1938 – Regal Cinema opened
- 1940 – Three anti-aircraft gun sites established
- 1940 – 'Little Ships' left for Dunkirk in Operation Dynamo
- 1941 – More than 30 landmines, 96 high-explosive bombs and thousands of incendiary bombs fell on the night of 18th/19th April

- 1941 – Congregational Church, South Hayling, destroyed by a German landmine in an air raid
- 1944 – Sections of the Mulberry Harbour, known as Phoenixes, built off Hayling Island, towed across the English Channel to the Normandy coast
- 1950 – The population is over 5,5000
- 1954 – Congregational Church built
- 1956 – The rebuilt toll bridge opened
- 1959 – Princess Catherine Yourievsky, daughter of Alexander II, was buried at St Peter's Church
- 1960 – 11 April – tolls abolished on the bridge
- 1962 – Hayling Secondary School opened
- 1963 – Hayling Billy Line closed
- 1966 – New library opened
- 1967 – Mengham Infants School opened
- 1975 – St Andrew's Church built
- 1980 – The Seacourt (Real) Tennis Club opened
- 1993 – Roman Catholic Choir School demolished

The Earliest History of Hayling Island and Havant

Vic Pierce Jones

How far back can we go in history to build a reliable picture of the prehistoric world around Hayling and Havant? Two thousand years ago would bring us to the pre-Roman era, we think of as historically the last decades Before Christ and the first of what we call Anno Domini, the years of Our Lord. We get from those days a land covered by thick forests of deciduous trees reaching right down to the sea. These would have been times of hunter gatherers, searching for subsistence levels of food such as berries, fruit and mushrooms plus probably doing very well catching fish and digging around for shell fish, especially oysters and cockles. But life would have been punctuated by intruding tribes and in this district boats from the Continent

and the neighbouring British coast initiating trade such as leather goods, timber, livestock and of course, grains.

But historians also speak of adventurous Phoenicians from the eastern Mediterranean drawn by reports of tin and copper ore from Cornwall, and Wales – minerals which could be worked into the fabulously hard and useful metal, bronze. In the case of tin, this is a very light metal which was smelted to become ‘astralgi’, thin ingots, like fingers, light enough to be carried on the shoulders of slaves to places on the coast here where they could be loaded onto ships for the voyage to the Continent and on to the Mediterranean via Spain. This was not such a hazardous route as one might think because the navigators could cross the Channel in a day, choosing their weather and guaranteeing the correct direction westwards by the setting sun in the evening, and the rising sun in the early morning.

Of course, since they were the sources of great wealth to the merchants, the routes, harbours and settlements that showed the way were fiercely guarded. The Phoenicians, for example, established a terrifying reputation of human sacrifices including the killing of children. The mantra being: *Don't mess with us*. Their temples were marked by edifices of rock and stone. Some people think that the very name ‘Langstone’ indicated that this was where such a Phoenician fortress was sited. I would even identify the strip of coast on the west side of today's main road on Hayling just past Langstone bridge, the sea being an obvious defensive feature, and the stone being a sacrificial one. Also the village name Mengham, on Hayling, is cited most likely to originate in the Celtic word Menhir – a long stone, possibly also sacrificial in purpose or at least a gathering point for councils and defence sorties.

Matters were clarified by the arrival of the Atrebates, a Belgic tribe originating in the district around modern Arras. They were an enterprising people, quick to seize on new developments, particularly the opportunities when the iron-age arrived. This brought the developments of weapons of course, but even more significant was the development of horse drawn ploughs and tools such as axes which enabled them to clear the woodland and establish pockets of farm land. In the words of the Romans, “they came to steal but stayed to farm.” They quickly set up two centres in this region, one round Hayling and Havant, centred on Chichester and Langstone harbours, the other round Silchester, near today's Basingstoke. On Hayling they

established a nine acre fortress in what we now call Tournerbury woods and an extensive temple site in Northney with a tall stone tower surrounded by a sacred enclosure, where priests supervised the administration of spells and “treatments”. This was surrounded by an extensive area of land probably bounded in the east and south by today’s Copse Lane. In this area a host of practitioners developed their skills and sciences from smallholdings, ranging from rearing animals and growing herbs with medicinal potential. There seems to have been, for example, a major use of creatures like mice and probably birds. The appeal of this ‘medical centre’ is proved by the development of the wadeway, joining Hayling to Havant at low water, for the benefit of streams of ‘patients’, devotees and clients.

What went on at the twin settlement at Silchester has only recently been clarified by archaeological work of Professor Michael Fulford of Reading University. He has studied the settlement known to the Romans as *Calleva Atrebatum*, notable as one of the *few Roman sites still exposed, rather than built over*. As a result the Insula IX Town Life project which concluded in 2014 has been able to explore more than 2,000 square metres of the Roman and pre-Roman community. This has led to the discovery of one of the largest prehistoric buildings known from ancient Britain. *The timber structure was more than twice as long as a cricket pitch and without parallel in Iron Age Britain*, comments the Professor in an article in *The Times*. Equally striking is the discovery of a succession of important structures on this spot, built, demolished and rebuilt in no more than a couple of generations. The first was a rectangular hall of timber posts, 15 metres long, 4.5 metres wide aligned northwest to southeast, dated to after 20BC. This was replaced by a smaller post-built hall more than 23 metres by 11 metres on the same orientation.

Between these two structures a modest round house only five metres in diameter was constructed. Though small this was associated with luxury goods, including imported continental tableware suggesting an elite residence. These features can be dated to the forty years before and after the birth of Jesus, in short, the time when Jesus walked on earth. The site was eventually covered with cultivated soil, suggesting there was an intention to conserve it for valuable, intense agriculture.

Professor Fulford believes that this activity suggested an era when people competed for better buildings, *with conspicuous taking down and replacement*. It was a time when the district was of great importance, with a strong coinage, perhaps indicated by Shakespeare's play 'Cymbeline'.

Proposed Langstone Harbour Air Base – 1935

For some time past the Air Ministry, in conjunction with Imperial Airways, have been seeking a suitable place to establish a base in this country to form the terminus for the long distance Empire and Trans-Atlantic air routes. These long distance routes are to be operated by means of flying boats rather than land planes and a number of large machines are at present being built for Imperial Airways.

The Air Ministry required a site having a considerable area of sheltered water, of reasonable depth, free from obstructions to flying and in a situation not subject to fogs in order that the air liners could operate at all seasons of the year. It was also of material advantage if the site were easily accessible by road and rail from London.

After considering a number of alternative sites in Ireland, on the Medway, at Southampton and Portsmouth, the Air Ministry and Imperial Airways have decided that Langstone Harbour, which is on the East side of Portsmouth, is suitable and the Portsmouth City Council are proposing to proceed with a comprehensive scheme estimated to cost about £1,200,000 for the development of the harbour as an Empire Air Base.

In view of the fact that a large portion of Langstone Harbour is situated within the Urban District of Havant and Waterloo it is necessary for the County Council to consider the possible effect of the proposed scheme on the areas of the County which adjoin the harbour.

The scheme may be divided into two parts - first, the preliminary works and secondly the main part of the scheme. Only the broad outlines of the latter part of the proposal have so far been indicated and the details have not yet been settled so that only a general idea of the probable effect of the works can be given now.

The preliminary works include the dredging of runways to a minimum depth of 10 feet [3 metres] at low tide in the existing channels to enable aircraft to take off and alight at all stages of the tide. A hangar with a slipway adjoining is also to be constructed on the shore near the existing Portsmouth Airport. The whole of the preliminary work is to be completed before January 1st next when the new air services are to be inaugurated. The main part of the scheme is to be completed by the end of 1938. The preliminary works will have practically no effect whatever on the County area as the harbour will remain tidal as at present. The extent of the preliminary work is shown on the first of the two maps which accompany this report.

The main part of the scheme includes the construction of three barrages (1) at the Southern entrance to the harbour (2) at Langstone adjoining Hayling Toll Bridge, and (3) at the North-West corner of the harbour across Ports Creek.

The water level inside the harbour is to be maintained nearly constant at a minimum level of 5.00 feet above Ordnance Datum (OD) by means of sluices to be constructed in the Langstone Barrage; this will result in a permanent water level considerably above normal low water level.

Further runways and channels are to be dredged to a minimum depth of 10 feet [3 metres] to enable aircraft to take off in any direction and also to taxi to the landing stages. The material obtained from the dredging of these channels is to be used in reclaiming an area of mud land at the North end of the Harbour between Farlington Marshes and the Binness Islands.

The land so reclaimed, together with part of the Farlington Marsh is to be developed for use as an aerodrome complete with the necessary offices, hangars, hotels and probably factories and workshops for the manufacture and repair of aircraft. This aerodrome will be a terminus for air lines serving other parts of this country and the continent and making direct connection possible with the flying boats operating on the long distance routes.

The existing aerodrome at Portsmouth will probably cease to be used as such and the various activities now carried on will be transferred to the new

aerodrome at Farlington. No decision has, however, yet been reached on this point.

The barrage across Ports Creek at the North-Western corner of the harbour is to be constructed sufficiently wide to carry the extension of the new Eastern Road out of Portsmouth. The barrage will be between 60 and 70 feet wide at the top with a crest level of about 13.00 above OD. Eastern Road is to connect with A27, the Brighton-Southampton-Salisbury Road, via Station Road, Farlington.

No provision has been made in the scheme as at present proposed for either of the other two barrages to carry roads. They are to be constructed about 30 feet wide at the top with a crest level of about 13.00 above OD.

The probable effect on the County area may conveniently be considered under three main headings, namely, that due to impounding the water permanently to a level of approximately 5.00 above OD, that due to the construction of the barrages, and that due to flying operations.

The minimum water level of 5.00 which is proposed is about 2 feet 6 inches lower than the normal high water level at spring tides. It is, however, about 18 inches higher than the normal high water level at neap tides.

The maintenance of the water in the harbour at an artificial level will naturally be detrimental to the drainage of the land adjoining the harbour. Some of the land at Farlington, Bedhampton, Langstone and Hayling which borders on the harbour is very low-lying and is at present drained by tidal action. When the tide is high the sea water is kept out by means of tidal flaps and the surface and sub-soil water from the land is collected in large ditches and ponds. As the tide recedes the tidal flaps open and the water which has been penned up is released. With the water in the harbour maintained permanently at a high level the natural system of drainage will be prevented and if the land is to be drained the water must be pumped. A considerable area in the centre of Hayling Island, which is drained into Langstone Harbour, will also be affected in the same way and provision must be made for dealing with this water.

At Bedhampton is the outfall of a culvert 60 inches in diameter which discharges surface water from a large area of Bedhampton, Waterlooovile and A3, the London-Portsmouth Road; it also takes the effluent from the Waterlooovile sewage disposal works. The invert of this pipe is approximately 5.00 above OD and under normal conditions little interference with the proper discharge from the culvert should be experienced. Should the water level in the harbour be above normal for any reason, and heavy rain occurs, serious flooding may take place in the Stockheath Lane area where flooding has occurred in the past at times of heavy rain combined with a high tide.

The outfall from the Bedhampton sewage disposal works will be approximately at water level and as sufficient head is available no alteration will be required if the 5.00 foot water level is adhered to. The Havant Urban District Council have in view, however, a scheme whereby the existing works in the Purbrook and Waterlooovile area may be closed down and the works at Bedhampton extended so that the whole of the sewage from these areas may be treated at one point. The water level in the harbour will have considerable bearing on the practicability of such a scheme.

The outfall from the main Havant sewage disposal works is situated near Langstone Mill and is a little above 5.00 OD; it does not appear, therefore, that it will be very much affected. A watercourse, taking surface water which discharges at the same point, will not be affected also.

All sewage from Hayling Island is discharged into Chichester Harbour and will not, therefore, be affected by the proposed works.

The old mills at Bedhampton, Brockhampton and Langstone have been disused for many years and the two first named have been demolished; the mill at Langstone is still standing but is in a derelict condition. The water in the old mill dams is penned back either for ornamental purposes, or watering cattle, etc. at such a level that it will be unaffected by the scheme. The mills at Havant which are still operated are further up the streams and will not be affected in any way.

During strong South-Westerly winds which are prevalent in the autumn and winter it is possible that some damage may be caused by wave action to the sea banks on the North and East shores of Langstone Harbour. These banks protect the adjoining land from inundation and erosion by the sea and they have been frequently damaged in the past at periods of high water, but this damage only takes place for a short time at the top of each tide. Although at first the water may only reach part of the way up the beaches the latter may in time be denuded by littoral drift caused by the constant action of the waves.

Owing to the cessation of the scouring action of the tides and the cushioning effect of the water in the harbour on the streams running into it the whole of the North part of the harbour may become silted up and overgrown with rice grass which even now is rapidly spreading over the mud flats. This silting up may in time affect the drainage of the adjoining land.

A certain amount of fishing now takes place in the harbour and it is not known whether this will be permitted in the future. It is certain that fishing will, in any case, be prohibited in the buoyed fairways to be used by aircraft. It may be that in due course the water in the harbour will cease to be as saline as at present and unless re-stocked the existing supply of fish may disappear. It is doubtful, however, if the fishing rights in the harbour are of much value.

A colony of house boats in the Kench at the South end of the harbour will be deprived of their normal means of sanitation as they will be in stagnant water instead of tidal as at present. The owners' rights have not been investigated but it may be necessary to find them alternative accommodation.

The barrage across the Southern or main entrance to the harbour will be about 470 yards long and 30 feet wide at the top. This barrage is the most important item in the whole scheme and will be expensive to construct. The channel is about 50 feet deep and the tidal currents run very strongly. The construction of this barrage opens up the possibility of direct communication between Portsmouth and Hayling Island as the barrage could be widened comparatively easily at a later date and a new road built over the top. One

half of the barrage will be situated within the City of Portsmouth and the other half in the Urban District of Havant and Waterloo so that any scheme for the construction of a road would be a joint affair with the Portsmouth City Council.

The traffic which would use the road would be almost exclusively local traffic between Portsmouth and Hayling Island. The existing road to the ferry on the Hayling side could be widened and improved without very much difficulty. At the present time there is a passenger ferry between Hayling Island and Eastney across the mouth of the harbour, but there is no means of taking a vehicle over.

The ferry may become redundant and the proprietors would no doubt make a claim for compensation owing to the loss of their business.

The main sewage outfalls for the City of Portsmouth are situated at Port Cumberland on the West side of Langstone Harbour entrance. The raw sewage is stored in large tanks on the shore during flood tide and is released soon after the tide has begun to ebb. The strong ebb current in the narrow channel carries the sewage well out to sea. The East Winner, an extensive shoal of sand and shingle, on the East side of the harbour entrance deflects the ebb current from Hayling beach and so protects the latter from contamination. The construction of the barrage will, of course, stop this ebb current and in order to surmount the difficulty which will arise in connection with the disposal of the sewage the Portsmouth City Council propose to extend their sewer outfalls seaward for a distance of approximately 1,500 yards. It has not yet been decided whether sewage is to be discharged continuously from the new outfalls.

The closing of the harbour entrance will probably result in the channel South of the barrage becoming filled up with sand and shingle as there is a pronounced littoral drift from the West to East along this part of the coastline. In course of time a continuous beach may be formed from Eastney to the Western end of Hayling Island. The littoral drift, unchecked by the tidal currents from Langstone Harbour, may ultimately result in the complete disappearance of the East and West Winners. The preservation of the East Winner is of vital importance to Hayling Island as a seaside resort as at the

present time the last Winner forms a very extensive and efficient natural breakwater. The removal of this natural breakwater would probably mean that serious erosion would take place along the whole of the South coast of Hayling Island and that artificial groynes would be required in the same way as at Eastoke. At the same time the character of the beach may be entirely changed from gently shelving sand to steeply sloping shingle as at Southsea. Such a change would, of course, have a detrimental effect on the attractiveness of Hayling island as a holiday resort. At the present time no dredging for shingle is permitted by the Board of Trade within 1,000 yards of the Eastney shore as it was found that if material was removed from the Winners within this limit it caused serious coast erosion at Eastney.

There is some trade in dredging shingle from the Winners and conveying it in barges through Langstone Harbour to Langstone Quay. Road stone, coal, etc. is also brought by sea over this route which will, of course, become impracticable after the barrages have been constructed.

It is proposed that the barrage at Langstone shall be constructed adjoining the existing toll bridge between Hayling Island and the mainland. The barrage would be about 400 yards long and thirty feet wide at the top. It would be built immediately to the west of the Toll Bridge and connected at each end to the existing causeways which carry the road. At present the barrage is not designed to carry a road, but no doubt arrangements could be made for it to be built on the site of the existing toll bridge in such a way as to accommodate a road and footways. A scheme of this kind would render unnecessary the building of a new bridge to replace the existing timber toll bridge which is not only narrow but is restricted to loads not exceeding 4 tons in weight. This scheme would, however, involve the acquisition of the toll by the County Council from the Southern Railway Company and this is likely to be a costly undertaking.

Owing to the far greater length involved it is not a practicable proposition to construct the barrage on any other site than one near the toll bridge. The question of whether the Railway Company has a vested right in the road crossing at this particular spot is of great importance as, if not, a contribution to the City Council for the use of the barrage as the site for a road would no

doubt prove less expensive than acquiring the Railway Company's interest in the toll bridge and building a new bridge. A complication, however, is that the Railway Company own all the land on the Hayling side of the channel with which a connection could be made.

It is proposed that the sluices for controlling the level of the water in the harbour shall be located in this barrage but at the present time no details of these proposals are available. It would no longer be possible to use the quay belonging to the Southern Railway which adjoins the existing toll house.

At the present time a number of yachts and boats are laid up during the winter months in mud berths between the road and railway bridges. After the completion of the scheme these facilities would no longer be available.

Owing to the prevention of the scouring action of the tide it is possible that the channels in the New Cut and Sweare Deep which connect Langstone Quay with Chichester Harbour may become silted up unless these channels are constantly dredged.

The barrage to be constructed at the North-West corner of the harbour across Ports Creek will be situated within the City of Portsmouth and will not affect the County.

The effects on the surrounding district of flying operations are extremely problematical. There are local sailing and boating clubs which use the harbour but it is not yet known whether the use of small boats in the harbour will be prohibited altogether. It is certain, however, that it will not be permitted in the fairways to be used by the aircraft.

The possible detrimental effect on the rateable value of properties in the neighbourhood owing to the noise of the machines may have to be considered.

The area to be reclaimed and developed as an aerodrome at the North end of the harbour is situated partly within the City of Portsmouth and partly in the Urban District of Havant. The Portsmouth City Council propose at some time in the future to construct a new road along the Northern boundary of this reclaimed area to connect with the new Eastern Road out of Portsmouth just

North of the Ports Creek barrage and with the proposed Havant By-pass just to the East of the point where the latter crosses the Southern Railway Company's main line. This road will be about 3,400 yards long of which approximately 1,600 yards will be within the County area. It will also be necessary for provision to be made in the Havant By-pass scheme for a junction with the new road. Unfortunately the site proposed by the Havant Council for the extension of the Bedhampton sewage disposal works is situated on the best route for this road and if the road is to be constructed a fresh site must be found for the disposal works. The new works are urgently required by the Havant Council as their existing works are overloaded and parts of the area are rapidly developing.

Careful consideration must be given to the effect of the scheme on the various public works which are projected for this area. If the construction of the barrage at Langstone is to be taken advantage of for improved road facilities to Hayling, a large expenditure in this respect will be incurred much earlier than anticipated.

At the present time sufficient detail is not available to ascertain whether the proposal to widen the barrage will show any saving over the cost of rebuilding the existing bridge and widening its approaches.

It is not considered likely that the scheme will have very much effect on the volume of traffic through Havant for the first few years at any rate or that any real need for the acceleration of the Havant By-pass on this account will arise.

Any schemes for widening the South Barrage between Portsmouth and Hayling, for widening and reconstructing the ferry approach road in Hayling and also for the portion situated in the County, of the proposed new road along the Northern boundary of the reclaimed area would all be additional to the County Council's programme for Major Improvements.

The road proposals for Hayling, included in the Town Planning Scheme, will need to be reconsidered.

Finally the probability that, on completion of the scheme, the Portsmouth City Council may wish to extend the boundaries of the City to take in Hayling Island and possibly Havant must not be overlooked.

A.C. HUGHES.

County Surveyor.

22nd June, 1935.

Langstone Harbour Development Scheme

With reference to Minute No. 2 of the 8th March, 1937, the Cleric reported that the representatives mentioned in that Minute had met the representatives of the County Council and the City of Portsmouth Corporation as arranged, and he submitted the following report thereon:-

The Earl of Malmesbury presided at the Conference.

At the request of the Lord Mayor of Portsmouth the Town Clerk stated the proposals of the Portsmouth City Corporation and the City Engineer read a detailed report. It was proposed to carry out the scheme in two instalments.

The first instalment would be dredging to provide the runways. The area proposed to be dredged would always have 8 feet of water at all states of the tide. The dredging would be on the sides of the channel in order to provide the runways.

The material taken out of the channel would be dumped on land at Farlington, which would ultimately be raised 9 feet above OD. On this would be erected the works etc. of about 110 acres which would be surrounded by a sea bank. A road would be constructed parallel to the Southern Railway which would only give entrance to the proposed airport. The channels or runways would be properly buoyed and their construction would in no way interfere with the Harbour.

The second instalment would be the construction of three barrages.

One in the North-West of Langstone Harbour across Port Creek. This barrage would also serve as the new Eastern Road and the width at the top would be 66 feet to carry the road. This would be wholly within the City of Portsmouth.

One in the North-East corner of the Harbour immediately adjoining Langstone Road Bridge. This was to be purely a barrage constructed of chalk with a slope of 2 - 1 on either side, and the top width would only be 20 feet as no road was proposed. There would also be sluices in this barrage to allow for the water to flow in and out at approved- times. The whole of these works would be in the Urban District of Havant and Waterloo.

The third barrage would be at the Southern end of the Harbour across the mouth or entrance. This barrage was to be also constructed of chalk at a slope of 2 - 1 on the sea side and 1 - 1 on the land side. The top width would be 30 feet and no road was proposed. The Western half of this would be within the City of Portsmouth and the Eastern half within the Urban District of Havant and Waterloo. The level of the tops of the barrages would be 13 feet above OD and at least 6 feet above High Water Mark.

The matter of dealing with the surface water surrounding the whole of Langstone Harbour had been considered, and the level of the impounded water would be below the level of the outfalls, particularly the Lavant Stream. All of the outfalls would be above the level of the impounded water.

Langstone Harbour Development Scheme

Objects of the Scheme.

The object of this scheme is to provide in Langstone Harbour and on Farlington Marshes the facilities required to serve as a terminus for the long distance Empire and Trans-Atlantic Air Routes by the construction of a combined land and marine airport.

The scheme is to be carried out by the Portsmouth Corporation in conjunction with the Air Ministry. The estimated gross capital cost of the scheme is £1,221,454 towards which there will be a Government grant.

Requirements of the Scheme

The main requirements of the scheme which are applicable to both a land aerodrome and the water area for flying boats are:-

The site should be so situated that there are no natural or artificial obstructions to flying in the vicinity.

The area should be of sufficient size for immediate requirement and be capable of economical extension if and when flying conditions make this necessary.

The locality should be reasonably free from fog so as to enable the airport to be used at all seasons of the year.

Ready access to road and rail transport must be available.

The special requirements of a marine airport are:-

It should be sheltered and free from serious disturbance during rough weather.

The depth of water should be such that the minimum required to enable flying boats to 'land' and 'take off' is always available.

It should be in close proximity to an aerodrome, as the latter can accommodate the 'feeder services' operated by land aircraft in conjunction with long distance routes.

Representatives of the Air Ministry and other experts have carried out a very careful investigation into the possibilities of creating such an airport at Langstone Harbour, and as a result have come to the conclusion that whilst the area fulfils the essential features it is also a practicable proposition from a constructional point of view.

Description of Scheme

The scheme may be divided into two instalments.

First Instalment

(a) Dredging the sides of the existing Langstone Channel as necessary to provide N.E. to S.W. and N to S water runways each 200 yards wide and one mile in length, having a minimum depth of water of 8 feet below Low Water Mark of Ordinary Spring Tides. It will be appreciated that a

considerable area of the existing channels to be incorporated in these runways have already got the necessary depth of water at LWMOST.

(b) Dredging an approach channel 200 yards in width leading up to and including a mooring basin at the north-west corner of Langstone Harbour near the eastern entrance to Port Creek, This approach channel and mooring basin will also provide a minimum, depth of water of 8 feet below LWMOST.

It is estimated that the dredging work referred to will take about 9 months to complete, after which facilities for flying boats will be available pending the completion of the remainder of the dredging to give the total water area eventually required, which will be done in the Second Instalment. A slipway will be built to give access to the flying boat hangars on the north side of the mooring basin.

(c) Aerodrome - The spoil brought up by the dredgers will be put into reclamation barges, from which it will be pumped on to the existing Farlington Marshes area so as to raise the general level to an average of 9 feet above OD In addition an area outside the City boundary of approximately 110 acres consisting of existing mud lands east of the marshes and part of North Binness Island is to be enclosed by a sea bank. The area will then be filled up by spoil to the required level.

When the reclamation of mud land and the levelling up of the low portions of the Farlington Marshes area has been completed, a new land aerodrome site of 530 acres will be obtained. This will provide a N.S. to S.W. runway of 600 yards width one mile in length, for blind landing, and other runways N to S to W and S,E. to N.W. each 200 yards wide and one mile in length.

It is anticipated that this area will be sufficient for landing purposes for some time to come.

During the deposit of the dredging spoil, the necessary work to deal with the surface water of Drayton and Farlington and the effluent from the Farlington Sewage Disposal Works, which at present enters Langstone Harbour via the ditches on Farlington Marshes, will be put in hand and completed.

The areas of the new aerodrome immediately adjoining the section of the Eastern Road north of Port Creek will be used as a site for hangars, workshops, terminal buildings (which include offices, restaurant, Customs facilities) etc. The hangars for land machines will adjoin the aerodrome, and those for flying boats will be erected on the water frontage to the north and east sides of the mooring basin. The number of hangars to be erected in the early stages will be such as is sufficient to meet early demands for accommodation.

The main approach road to the Aerodrome will be from the Eastern Road. This road will be continued in an easterly direction parallel with the Southern Railway, sufficient land being reserved on both sides to provide sites for commercial purposes which will undoubtedly be required as the airport develops. It is not proposed to construct the whole length of this road in the initial stages of the scheme.

The equipment will include a wireless installation, lighting for night flying, control tower and other items incidental to an up-to-date airport. The water area and channels will be adequately marked by means of suitable buoys so as to indicate clearly the alighting area reserved for flying boats to other craft using Langstone Harbour.

The whole of the work to be carried out in the first instalment described above will not interfere with the existing conditions in the harbour, since the latter will remain tidal as at present.

Second Instalment

The object of the work to be carried out in this instalment is to close the three entrances to Langstone Harbour by means of barrages in order to enable a constant water level to be maintained in the harbour, as this is considered by flying experts to be ideal for a marine airport since it makes for safe landing, and it is therefore very desirable. The proposed permanent level of the impounded water is just below 5.00 OD.

Barrages

The three barrages will be constructed at the following points:-

(a) North-west corner of the Harbour across Ports Creek. This will be on the line of the Eastern Road. It will have a top width of 66 feet so as to be of sufficient width for the road, which is 60 feet wide.

(b) North-east corner of the Harbour, adjoining the Toll Bridge leading to Hayling Island. It will have a top width of 20 feet and be provided with sluices to enable the water level in the enclosed Langstone Harbour to be controlled if necessary.

It is not proposed to construct a road on this barrage, which is outside the City boundary and in the area of the Havant and Waterloo Urban District Council. These two barrages will probably be constructed in chalk, and will have a base of sufficient width to give a side slope of 2 to 1.

(c) Main Barrage at South entrance to Langstone Harbour. This barrage will have a top width of 30 feet, and be of sufficient width at the base to give a side slope of 2 to 1 on the sea side and 1 to 1 on the Harbour side. It will probably be constructed in chalk with clay or other suitable filling in the centre.

It is not proposed to construct a road on this barrage, the western half of which is situated within the boundary of the City of Portsmouth, and the eastern half within the Havant and Waterloo Urban District. The site of the barrage is some distance south of the existing Hayling Ferry, which will not be interfered with. The approximate level of the top of each barrage is 13 feet above OD, or about 6 feet above H.W.M.O.S.T.

It is estimated that 1½ to 2 years will be required for the construction of the barrages, depending on the time of the year when the work is started.

Dredging

When the barrages have been completed, the remainder of the dredging will be put in hand, the necessary dredging unit or plant for the work having been previously left in the Harbour before the commencement of the construction of the southern barrage.

The area to be dealt with is that known as the Sword Sands, which will be dredged to approximately 3 feet below OD, thus giving 8 feet depth of water

below the impounded water level. The spoil will be deposited as previously described on the new aerodrome site.

The maintenance of the water level at 5.00 above OD will affect some of the existing surface water outfalls which at present discharge into Langstone Harbour through tidal flaps at various states of the tide. These will be dealt with as necessary to the reasonable satisfaction of those concerned, provision having been made for this work in the estimated cost.

It should be noted that the proposed level of the impounded water is just below the invert level of the 5 foot diameter outfall culvert which discharges the surface water from Bedhampton etc. into the northern part of the harbour near the Bedhampton Waterworks.

The conditions of discharge should be improved, as the culvert will not be subject to the restrictions now caused by its outlet being partly submerged at high water. The discharge from the streams at Bedhampton and the old mills of Brockhampton and Langstone will not be affected as these are well above the proposed impounded water level.

Portsmouth Sewage Outfalls

The existing sewage outfalls of the Portsmouth Main Drainage Scheme are situated in the Southern entrance channel to Langstone Harbour. The sewage is at present pumped into collecting tanks at Fort Cumberland where it is stored until one hour after high water, at which time the tanks commence to discharge their contents through a number of outfall pipes into the ebb current from the Harbour for a period of about 1½ hours. In addition to this time, if the collecting tanks happen to be full, it is permissible to discharge the sewage into the sea at any time, provided it has passed through the specially constructed Storm Tanks. In dry weather, the 1½ hours period mentioned above is generally sufficient to empty the tanks, but during times of heavy rainfall the Storm Tanks have frequently to be brought into use.

The whole of the sewage discharged at this point passes through an efficient mechanical screening plant at Eastney before it is pumped to the tanks adjoining the Outfalls. The sewage mixes with a considerable volume of sea water, and owing to the strong current it is taken out to sea. When the

barrage is constructed it will not be possible to take advantage of the ebb current from the Harbour, and it will therefore be necessary to provide a new outfall.

This will be done by means of a new pipe line taken seaward for a distance of 1,500 linear yards, or just outside the Langstone Bar. It is confidently anticipated that this distance will be more than sufficient to prevent any sewage matter being washed back on to the beach at either Southsea or Hayling. The time during which the sewage is discharged from the new outfall will be capable of control as at present if necessary because the existing collecting tanks will still be used to receive the sewage through the rising mains from Eastney Pumping Station.

The above description is intended to give some idea of the scheme. There are, however, other points which will require consideration, which may be raised in discussions with persons representing the interests likely to be affected by the proposal to establish the airport at Langstone Harbour.

J. PARKIN. A.M.Inst.G.I. City Engineer's Office, Portsmouth. March, 1937.

Langstone Harbour Air Base

Notes on Memorandum prepared 22nd June 1936.

Owing to slight modifications of the original scheme, the following notes should be read in conjunction with the above memorandum:

The dredging in the preliminary scheme is to be taken to 8 feet below low water instead of 10 feet.

The final dredging is to be taken 8 feet below the impounded water level of approximately 5.00 above OD.

The mooring basin, channels and runways in the preliminary scheme are more extensive than in the original proposal.

It is not now proposed to construct a slipway and hangar in the existing airport.

The dates for the completion of the various portions of the scheme require revision. The revised dates are not known.

The area to be reclaimed at the northern end of the airport and used as an aerodrome has been reduced in size. Only a small area at the eastern end will be situated outside the Portsmouth City Boundary.

It is proposed to construct a branch line from the Southern Railway to connect with the terminal buildings on the aerodrome.

The road to the south of the railway and along the Northern boundary of the aerodrome is proposed to be used for access to the aerodrome and factories only.

A revised plan dated February 1937 is attached.

The Castle,
Winchester.
4th March 1937.

The Urban District Council of Havant and Waterloo

23rd April 1937

Dear Sir,

Langstone Harbour Development Scheme.

I send you herewith for your information a copy of the report made by the County Surveyor to the County Roads and Bridges Committee in June, 1936, and a Memorandum bringing the report up to date, dated the 4th March, 1937.

I enclose this for your private information only in order that you may know more details about the proposed scheme as you will appreciate that this report was a private report made to the County Roads and Bridges Committee.

Yours faithfully,

ALBERT E. MADGWICK.
Clerk of the Council.

The Urban District Council of Havant and Waterloo

At a Meeting of the Harbour Order Committee held at The Town Hall, Havant, on Friday, the 2nd day of April, 1937.

Present:-

Councillor R.C. Lane,(Chairman)

Councillors J. Combs, Harvey, A. Dixon, T.A. Herriott, J. Lewis, E.H, Mitchell.

3. Langstone Harbour Development Scheme

With reference to Minute No.2 of the 8th March, 1937, the Clerk reported that the representatives mentioned in that Minute had met the representatives of the County Council and the City of Portsmouth Corporation as arranged, and he submitted the following report thereon:

The Earl of Malmesbury presided at the Conference.

At the request of the Lord Mayor of Portsmouth the Town Clerk stated the proposals of the Portsmouth City Corporation and the City Engineer read a detailed report.

It was proposed to carry out the scheme in two instalments.

The first instalment would be dredging to provide the runways. The area it was proposed to dredge would always have 8 feet of water at all states of the tide. The dredging would be on the sides of the channel in order to provide the runways.

The material taken out of the channel would be dumped on land at Farlington, which would ultimately be raised 9 feet above OD. On this would be erected the works etc. of about 110 acres which would be surrounded by a sea bank.

A road would be constructed parallel to the Southern Railway which would only give entrance to the proposed airport.

The channels or runways would be properly buoyed and their construction would in no way interfere with the Harbour.

The second instalment would be the construction of three barrages.

One in the North-West of Langstone Harbour across Port Creek. This barrage would also serve as the new Eastern Road and the width at the top would be 66 feet to carry the road. This would be wholly within the City of Portsmouth.

One in the North-East corner of the Harbour immediately adjoining Langstone Road Bridge. This was to be purely a barrage constructed of chalk with a slope of 2 - 1 on either side and the top width would only be 20 feet as no road was proposed.

There would also be sluices in this barrage to allow for the water to flow in and out at approved times. The whole of these works would be in the Urban District of Havant and Waterloo.

The third barrage would be at the Southern end of the Harbour across the mouth or entrance. This barrage was to be also constructed of chalk at a slope of 2 - 1 on the sea side and 1 - 1 on the land side. The top width would be 30 feet and no road was proposed. The Western half of this would be within the City of Portsmouth and the Eastern half within the Urban District of Havant and Waterloo.

The level of the tops of the barrages would be 13 feet OD and at least 6 feet above High Water Mark.

The matter of dealing with the surface water surrounding the whole of Langstone Harbour had been considered, and the level of the impounded water would be below the level of the outfalls, particularly the Lavant Stream. All of the outfalls would be above the level of the impounded water.

The Clerk reported that since the last Meeting the Town Clerk of Portsmouth had forwarded to him a copy of the report of the City Engineer which had been circulated to each Member of the Council,

The Clerk also reported that Minute No.2(4) of the 8th March, 1937, had been referred back to the Committee at the last Meeting of the Council for further consideration with power to act.

The Committee resolved that the Clerk write to Sir Cyril Kirkpatrick and Partners and ascertain an inclusive fee for the preparation of a report on the proposals as affecting this District.

The Committee also resolved that the Clerk communicate with the Clerk of the County Council to ascertain if it would be possible for the County Council and this Council to co-operate in connection with the proposals of the City of Portsmouth.

In the event the scheme did not proceed as the following report in the *Flight* magazine of 6 April 1947 records:

Flying Boat Base.

MR. LINDGREN has disclosed that the Government have examined the recommendations made by the Pakenham Committee for a marine base. The Committee recommended Langstone Harbour and Cliffe as possible sites for a major flying-boat base, their first preference being for the former.

Langstone Harbour is, of course, the stretch of water to the east of Portsmouth, having adjacent waste land which could be developed for a landplane terminal. Cliffe is situated on the south bank of the Thames Estuary, east of Gravesend and north of Chatham.

The Government have now considered all the relevant circumstances and have come to the conclusion that the balance of national advantage lies against any further consideration being given to the Langstone Harbour scheme. It is understood that the Government have taken into consideration not only the point of view of civil aviation but also that of local interests. Mention is made, however, of overriding difficulties that would arise from the proximity of Langstone Harbour to Portsmouth as a main naval base.

In view of this, the Minister of Civil Aviation has directed that a detailed examination should proceed at the Cliffe site from an operational and engineering standpoint, in order to determine the physical and financial implications of its possible development.

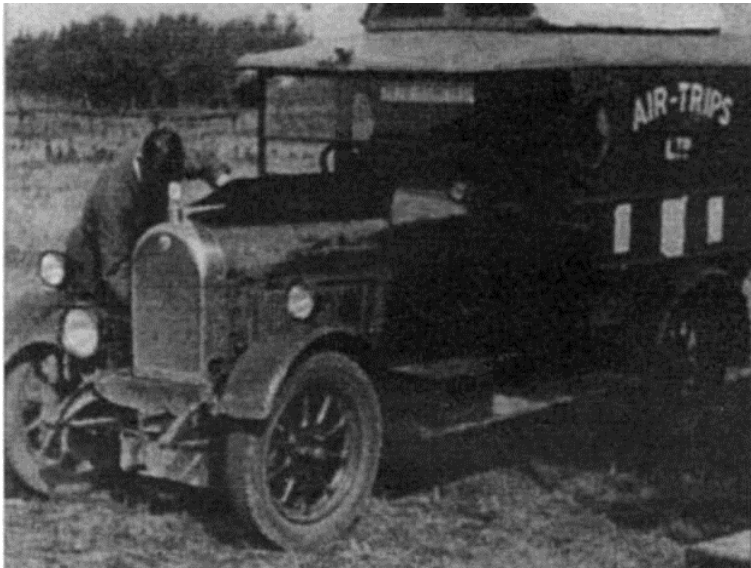
The Hayling Aerodrome in the 1930s

Ann Griffiths



Situated south of Northney Road and east of Havant Road, this short-lived civil airfield was operated by Air Transport and Sales Ltd. In February 1933 Air Transport and Sales Ltd of Hayling Aerodrome was registered with a capital of £100 in £1 shares. The directors were George Morgan-Harris, managing director, and Dennis Ives Peacock, pilot and instructor, who had been together since 1929. George's future wife was roped in to wash the planes at Hayling.

In 1936 the field was let to Pauline Gower (1910-1947) who was to become the first female director of BOAC. She and her friend Dorothy Spicer (1908-1946), the first woman in the world to obtain a ground engineer's 'B' licence, had started a company called Airtrips Ltd and in October 1936, after an exhausting season spent touring the country as part of a flying circus, the pair rented the Hayling field, with its Dutch barn hangar, to provide air-taxi trips and joy rides. Aircraft repairs were also undertaken. However, Pauline's mother died tragically in November and Pauline was required to assist her father, Sir Robert Gower MP. An extra staff member was taken on at the airfield but the hangar was under water for much of the winter. In spite of the weather Dorothy, who was qualified to build aircraft and engines from scratch, continued to do repairs.



Morris Commercial 10 cwt van dating from 1927 or 1928. These were derived from the famous Bullnose Morris car.

In the spring of 1937 Pauline started up the joy rides again. Over Easter she took up seventy-four people but the last flight from Hayling was on 16th June. Airtrips Ltd closed down with 25,000 passengers, in total, having used its services.

After this the magazine *Flight* carried various advertisements:

May 1937. Air Transport and Sales Ltd . Exporters of aircraft to all parts of the world. A second-hand stock of aircraft always on hand. All makes of aircraft supplied at short notice. Tel: Hayling Island 77514.

April 1938. Flying people spending their Easter holidays around the South Coast may land without fee at Hayling Island Aerodrome, which is small but has good approaches. The aerodrome is operated by A.T. & S. Ltd, who have two hangars there and have a number of second-hand aircraft for disposal. Yachting enthusiasts are also catered for with moorings alongside the aerodrome. The company has a London office at Station Road, Edgware.

The magazine *Aeroplane* added that:

The airfield caters for the perambulating private owner with a shed that can take up to ten small planes. The landing ground is about 500 by 350 yards, level and dry and there is a car available for visitors.

When World War Two broke out the Hayling airfield closed and, according to his son, George Morgan-Harris was commissioned as an RAF Flight Lieutenant. As he was 'too old' to fly in combat he was put in charge of the pre-production of the Lancaster bomber at RAF Yeadon, There he also trained some 600 glider pilots. In 1960 his former partner, Captain Dennis Peacock, became BOAC's Chief of Flight Operations.

And what became of our two female pioneers? In 1938 the girls wrote *Women With Wings*, an account of their work together. Sadly, in 1946 Dorothy and her husband were killed when the plane they were in crashed into a mountainside in South America.

Pauline went on to become Commandant of the women's section of the Air Transport Auxiliary and also found time to write *Piffing Poems for Pilots*, give talks and to become a Girl Guide Commissioner. Tragically, just a few months after Dorothy's death, Pauline died of a heart attack following the birth of twins. She was only thirty-six. Her son, Michael Fahie, has written a fascinating biography of his mother called *A Harvest of Memories* from which the accompanying illustrations are taken with his kind permission.

AIR-TRIPS, 146

PAULINE GOWER LTD. DOROTHY SPICER

This Portion to be Retained.

Flight Ticket 5/-

PRICES FOR FLIGHTS OF ANY DISTANCE ON APPLICATION.

While every precaution is taken to ensure absolute safety, no responsibility can be accepted for injuries or material damage to passengers. The purchaser of this ticket agrees to these conditions.

The machines are inspected thoroughly each day, and only experienced pilots and mechanics are employed.

DON'T STEP ON THE WING.



When landing this,
Don't make a fuss,
Just come to us.

With every good wish for Christmas and the New Year.

AIRTRIPS LTD
HAYLING AERODROME
HANTS

The 1936 Christmas card sent by Airtrips Ltd to their friends – obviously Pauline decided not to miss on an opportunity by using a photograph of her accident earlier that year at Coventry.

TEL.PHONE
HAYLING 77814.

HAYLING AERODROME.
HANTS.

Dear Sir.

May we remind you that the C. of A. on your Aircraft is due for renewal shortly.

We should be grateful for an opportunity to quote you for this overhaul.

Perhaps you would permit us to send our representative who would be able to give you a price for the work necessary.

Yours faithfully.

AIRTRIPS LTD.

What at first appears to be a reminder for 'Certificate of Airworthiness' renewal that is, in fact, a very clever method of touting for business.

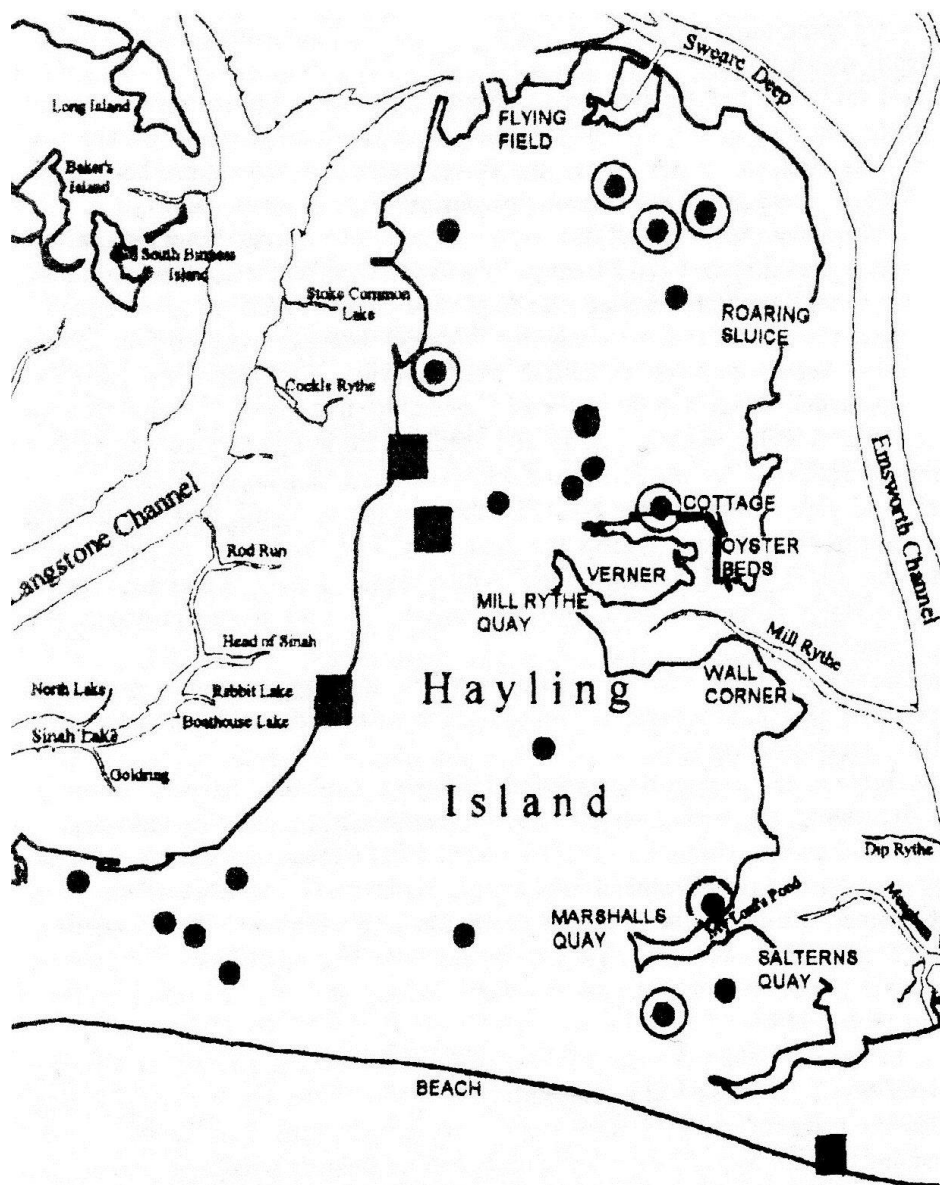
Brickmaking on Hayling Island

Noel A. Pycroft



Noel loading upwards of 70,000 bricks into the drying hacks.

Many millions of bricks have been made on Hayling since the seventeenth century, see map for the sites. Square marks are of lime kilns, the ringed ones are of brick kilns, the rest clamp yards. There must have been others earlier. In Middle Stoke Farmhouse the bricks in the chimney are in all probability late sixteenth or early seventeenth century. Some of these are Dutch, they are easily distinguished as they are small. There were very few bricks made from the end of the Roman occupation until the thirteenth century when Flemish brickmakers were brought to Hull to make bricks for William de la Pole who started to build Holy Trinity Church in 1286. Some of the bricks I noticed there are 26 cm long not 22 cm. The early sites were of kilns where wood was used as fuel. A site close to a copse was ideal and also close to the water for barge transport. Later from about 1800 coal was used, certainly in Tournurbury, Fishery Lane, Clovelly Road and Pycroft Close. Bricks were transported by water from Tournurbury to Worthing also



Ancient Brickworks of Hayling Island.

The square marks are of Lime Kilns, the ringed ones of Brick Kilns and the rest Clamp Yards.

Thorney Island. These were clamp burnt and can be seen in a house near St Nicholas Church on Thorney they being of distinctive colouring and texture.

From early times, as the land was owned by the estates of Earl Arundel, Lord Lumley, Fitzallan and Duke of Norfolk, men and women would be sent to establish a brickyard, perhaps to make only enough to build a house, barn, wall etc. In the same way as is done today in South Africa. These people built a bothy or shed to live in while working. When finished and the bricks burnt, these workings were abandoned or left to be used again in the future, the workers perhaps employed next year twenty miles away. The last estate yard was closed in 1968, this belonged to Ashburnham near Battle in Sussex. It had been run commercially for most of its life of one hundred and thirty years.

How bricks were made on Hayling Island

First suitable clay was found known as brick earth. This is alluvium the deposits in what were shallow lakes having been washed there by rivers or inundations of the sea. There were two since AD. One in the third century lasting about fifty years and the other in the eleventh century which lasted one hundred years. These can be seen when the clay is dug leaving a bank, there are two marks of decomposed vegetation that show dark as well as chalk and small stones which settled on each layer. This is not the case at Tournerbury where the clay is a much earlier deposit, it is about one and a half metres deep on sand with an 'overburden' of brown green pebbles and stones under the top soil. Probably an ice age feature. This clay like brick earth did not need a great deal of firing. Thirty-six faggots or one cord of wood per thousand bricks in an open top kiln. About five hundredweight of good coal would suffice where in other clays eight hundredweight was needed.

When private ownership of the brickyards came into being a lease or agreement was made with the owner of the land. At Pitsham, near Midhurst, W. T. Lamb today lease the land from Cowdrey Estate all the equipment belonging to the brickmaker. A royalty on the amount of bricks or clay paid yearly. This was usual throughout the country as land was rarely purchased.

Very few brickyards on Hayling are recorded or the names of the people that worked them. Robert Barber is mentioned in the eighteenth century also as a saltmaker, possibly doing both jobs as the heat from the kiln would evaporate the brine. The names of Derben and Cullimore are both listed in the 1881 census. Blake, Cole, Parks, Noble, Stokes, Twine, Derben, Foster and Windebank, were known to my family.

All that remains of the twenty sites shown on the map are two kiln bases, one at Woodgaston and the other at Stoke. The site at Stoke is adjacent to a salt pan and duck decoy pond where wild fowl could be caught in the winter; it is possible salt was made there. Urns could be placed on top of the kiln.

How clamp bricks are made.

Measurements were in yards, feet and inches, which I have converted. Starting in using a grapht and shovel a strip roughly 90 cm wide 18 m long was 'encallowed', that is the topsoil removed. The clay then dug to the hard or soft strata below, this was usually 90 cm, easy to measure as 1.6 cubic metres, or 2 cubic yards, made 1,000 bricks, sometimes 1,100 bricks according to the density of clay, very hard to judge so not taken into account. Stones and rubbish picked out. One man would dig enough clay in a day to make 8,000 bricks. This is known as 'flat digging'. Then clay dug from around the heap was wheeled in barrows on top of this making a heap about 1.5 metres high.

The drying ground was then prepared each 'hack' being made of earth four metres apart. The table or stool was purchased or made in some places, a sun shelter was erected over this made of straw or hurdles. The fuel was usually rotted household refuse containing ashes from fires and ranges. This was known as 'scavenge' or 'town stuff'. Boiler ash and also smoke box ash from steam railway engines. This burnt fiercely. Some ashes brought to Hayling from Portsmouth by barge. My father-in-law, Robert Legg remembered his uncles, the Coombe's of Bosham, in their *Emma* unloading at Tournurbury in 1890. This ash sieved through a 1 cm holed sieve and the fine ash soil that fell out wheeled on to the heap of clay allowing 8 cm to each 30 cm of clay. All of the coarse breeze wheeled close to where the clamp would be burnt. Sand

had been brought in by tip carts from the dunes at the ferry or from the quays around Hayling, this having been loaded from the harbour, Horseshoe Run being favourite, black when dug turning to silver when dry. A 'plain' prepared to dry sand which was spread out each day and continually raked, swept into heaps, then put in a sand 'lodge' or small shed. We afterwards used barrels or tanks for this. A 'doome' built to dry it in dull weather by a fire in the centre. From 1960 we used inland sand as it dried easier and kept dry in dull weather whereas sea sand became damp again.

Brick making started mid to end of March. A well had been dug and water put in tubs made from hogsheads cut in half each containing 120 litres. Enough clay for the day was 'under-mined' from the heap by the 'hommicker' with a shovel, the ash falling on it, this picked over with a clay hoe or 'tommyhawk', water continually added by bucket. This soaked overnight, called a 'soakdown'. In the morning the clay was thrown into a heap about 1 m high. A man or boy without boots climbed to the top of the heap and started to tread it, he was known as a 'tread boy', mixed to a dough-like pug, then thrown by turning iron into a heap near the table, the ground had been sanded. This is called 'hollow sheering', the heap of mixed pug covered with grass, later sacks or tarpaulins, to keep moist. In the nineteenth century, horse or barrel mills were introduced. There was one at Tournurbury to mix the clay, then horizontal ones driven by combustion engines, later electric in our yards. Clay from the heap or later that extruded from a mill cut by the 'pug boy' or 'pugger up' with a 'longcuckle' placed on the table, which had been sanded. A 'wait' was cut by 'hand cuckle', rolled in sand, this slightly larger than the mould. The mould had been wetted and sanded and placed on a 'stock', this had a 'mouse' which formed the 'frog' in the bricks. The moulder picked up the 'wait' and threw it into the mould, cleaned the surplus off with a striker, kept wet by a drip tub or bowl of water. In Tournurbury the Allen family in the 1920s used a bow to clear the surplus. The mould containing the soft brick was picked up, shaken and the content placed on a 'pallet' board, this is known as 'slip' moulding. The brick was 'turned out'. By this method, a 'gang' or 'full handed' stool comprising six men, women and boys could make 5,000 bricks in a thirteen to fourteen hour day and a single man 1,200. Great grandfather's record working with four others, forty two

thousand bricks in one week with his wife taking turns moulding. The table known as a 'berth' or 'stool'.

The pallets carrying wet bricks were placed on a board or stool known as a 'page'. The 'page boy' put them on a 'bearing off' barrow, this has springs to stop the soft brick 'sqabbing' or going out of shape. These barrows usually carried thirty-two bricks. Sand thrown onto them, wheeled to the 'hacks', taken off or 'offbeared', using a setting board 'set' edgeways on dry straw, fern or grass to assist drying, then covered with straw to protect from rain and heat. 'Hurdles' were used to stop rain on one side, moved according to direction of the wind. Later wooden 'caps' and 'loos' were used. On reaching seven high they were fit to handle. The top six rows were 'skintled', eleven handfuls or thirty-three bricks taken out, then starting the second brick by setting it South West to North East leaving a gap of 4 cm, the bottom ones, 'grounds', being left. Openings like this enabled the bricks to catch the sun and prevailing South West wind. The hacks laid South South West to North North East seven high open finished ten high. In twelve days they should be ready to 'crowd', after the 10th September, drying time increased perhaps to one month. The clamp ground prepared and kept dry surrounded by 'breastwork', 'skintles' laid, the 'breeze' poured in from a 'shandy' barrow, without a wheel, carried from the heap. This breeze kept dry. A 'ringing' placed on top of the 'skintles' ensured a tilt to the centre.

All 'green' bricks carefully stacked solid on the breeze, any apertures filled with soil. Any number could form a clamp, 500 or 5 million, usually 50 thousand on Hayling. Our largest contained 140 thousand in 1947. Six of us wheeled in between 10 and 14 thousand in a twelve-hour day.

Burnt bricks were used to cover the sides 'casing' on the top, 'batten' was laid two thick with one 'flat batten'. The stacking 'face' covered by 'tilting boards' until the finishing 'head' was completed. Sometimes the clamp was lit before finishing the stacking. The whole burnt attaining a heat of 1,100 degrees centigrade, a little more if there was any moisture, this caused the bricks to distort hence called 'navvies', 'boots', 'bananas' etc. The ones laid on the breeze 'burrs' rain on top of the clamp caused 'shuffs' which fell to pieces, used for garden paths with surplus brick dust, recommended in old books, no

weeds! The 'burnovers' (underburnt) used as 'skintles' on next clamp the 'mild' ones for internal walls in buildings or where they would be covered. When handling bricks we wore 'cotts' made from inner tubes of lorry tyres, formerly these were made from leather. We had small ones for our thumbs. The brick tax 1784-1850 caused bricks to be made just over one centimetre thicker so used more clay. In this area there were exceptions that make it difficult to year date when a house was built.

The family connection

The first brickmakers of our family were the Dopson's of Portsmouth. My great grandmother was Emma Dopson, she herself was a brickmoulder who told my grandfather that the family had made bricks prior to 1750. She was born July 31, 1834. Great grandfather William Henry Pycroft, started working in a brickyard in 1841 aged nine. This yard make kiln bricks in St Mary's Road, eventually he became foreman for a Mr Moody.

In the 1870s he and his wife started their own yard in Velder Avenue, all the clay brought in from sewer trenches, graves, footings of houses. Here they made clamp bricks. Emma worked in the yard in the summer as well as having six boys and husband to look after, she died aged forty-seven having lost two sons. Once Emma, a lad, and her sister Ann, made 600 bricks while her sons and husband ate a sparrow pie, they took too long sucking the bones, she insisted that the mould be kept going throughout dinner break of one hour.

Emma once 'skintled' 28 thousand bricks after dinner and then went home to iron linen. My grandfather William, started doing light jobs in the yard at five-years-old, and by ten he was making bricks after morning school, which he did not attend regularly. Grandfather could not read or write until he was over seventy; while recuperating from pleurisy grandmother taught him, quite an achievement! His thumbs were stunted due to pressing the cold clay into the corners of the moulds. This was known as 'thumbing'. As the wait was drawn towards the body it sometimes left unfilled corners and ends. The ends were pressed by the palm known as 'palming'.

After working in Portsmouth great-grandfather died. Great-uncle George, his wife, grandad and his family emigrated to North Hayling. George shortly

afterwards started brickmaking, grandad market gardening, this failed, he then worked for his brother George next door in Copse Lane. For a short time he worked for William Windebank, who had sacked his brickmakers as they had let the kiln get low while catching goldfinches on Northney Marsh. Incidentally in 1901 Windebank's brickyards rateable value was reduced from £9 12s 0d to £4 0s 0d on the parish valuation list loaned to me.

In 1911 grandfather started his own yard in Copse Lane, with uncle Bill, later uncle Bert, father helping weekends, night times and summer holidays etc. In 1914 he closed the yard owing to the Great War. The unsold bricks remaining until 1917 when they were used to build Southbourne Aerodrome for the Americans. He re-opened in 1919 and closed 1950.

My first recollection of brickmaking was visiting my grandfather's yard in 1932 when three years old. Father had started to work there in 1919 aged seventeen. When my father opened his yard in 1934 he brought from a disused brickyard near Doyle Court, Portsmouth, all their remaining gear. This consisted of 'caps', 'loos', metal running plates, barrows and planks, all in need of repair.

He bought new from Lillies 4,000 feet of nine by one inch boards which he creosoted one side. These, held up by bricks and pieces of wood, formed the 'hack' bottoms. Better than earth banks for drying. He had made in the winter nights barrows out of oak and elm from J. D. Foster, Emsworth. Bolts from Streets and wheels and fittings from Larkhams, scrap merchants, Havant.

In later years we children rode our bicycles to Emsworth to collect this wood. The 'crooks' for stays and legs were kept in the fish well of the laid up *Ostrea*, a former scallop dredger sunk in the creek. Bonnie Middleton and Percy Lewis picked them out.

During 1934 and afterwards we lived in two sheds in the summer at the brickyard, one being the former office of the flying field at the bridge. Father and mother were just starting business so we lived on the site. They were governed by the weather so this was necessary. As children we helped in the brickyard covering and in covering the sides of the bricks. We raked the

breeze down to dry, raked the sand and threw water on the clay, cut the grass etc.

Father gave his boat *Ben Hur* to his brother Leonard and his Seine net to George and Bill Goldring as they helped dig out the ashes from a tip in the former brickyard in Fishery Lane. Eric Bettsworth loaded onto his lorry, and delivered 14 cubic metres in one day. He also built a pug mill of wood and used the gearing and shafts from a scrapped mangle out of a laundry. The blades were cut from a drop keel of a boat and turned into shape in Alf Smith's forge in the evenings. This was driven by a Ruston Hornsby engine. Father was a genius making things from scrap although no technical education or very few tools. This time he did not get it right until Ted Hedger suggested a different ratio. Father started making bricks by hand with two men and two boys. On May 14th he sold bricks. Endless trouble with the engine so an electric one was hired to replace it. In the spring we mended 'caps' and 'loos' as we laid out the 'hacks'.

Many men and boys worked for father at different times, 7 a.m. till 9, 9.15 till 12, 1 till 4.30 and 5 till 7 during fine days, no work if it rained. The day for mother and father began at 6 a.m. and finished 10 p.m. Sometimes 4 a.m. start to 'skintle' a 'hack' before the men arrived. Mother could wheel a crowding barrow holding 100 dry bricks when the usual load was 72, father's carried 140. Each brick weighed 3 kg when dry, the barrows had cast iron wheels.

A great help was living on the job. During the summer 1935 two 'jubilee', or 'skips' with rails, were bought as scrap from Kennel and Hartley's Brewery, Emsworth These were used to carry the clay nearer the machine when being dug as the machine was in one place, a shed was built over the electric motor which drove it.

In 1937 A Monarch brickmaking machine was bought on hire purchase and repaid on a monthly basis of £24 3s 4d A shed was built over this. Three boys working on this machine could make 600 bricks per hour or 10 bricks per minute, a child of 11 could do two of the jobs. It took a gang of five to do all the jobs with 'Hommicker' and 'off bearer'. Later when my wife became 40 I cut the machine down to 480 bricks per hour wrongly thinking she was old!

The machine could also be used to pug clay. The grass between the 'hacks' was cut with hooks and father scythed, mostly on Sundays. This was to allow the wind to blow across the ground, the hooks and scythe were sharpened frequently owing to sand on the grass.

When the war came all stocks of bricks were sold for air-raid shelters both private and public. Father made bricks in 1943, covering the clamps with corrugated iron because of blackout restrictions, with the help of one man.

After helping my father at times in 1944 in the brickyard my brother and I started work in the then small field making in the first year 150 thousand bricks with, of course, help from other boys. We first dug clay, digging out slow worms, watching stoats and weasels running about, black redstarts feeding on the spiders living in the wooden gear stacked in the field. All birds were abundant, the Swedish blackbirds were smaller than our own natives. After Christmas the missel thrushes begin to mate, flying in that straight line, swooping just the same as a woodpecker. The rooks flying straight from east to west from 3 o'clock until dark.

It is the rook not the crow that flies straight in winter-time. The mating greenfinches flying so strange like bats. While digging in 1946 we came across Romano British pottery and each year we dug more pottery and burnt flints. These hearths were for cooking and salt boiling. Remains of fires were about two foot six inches under the alluvium deposits of the third and tenth century inundations. In 1964, we dug out a Roman British salt works, complete with a six strut tray, much charcoal, and fourteen tons of burnt flint, pot boilers and much pottery all recorded by Richard Bradley of Oxford University.

In 1947 there was an invasion of fleas. I was running a sprung 'bearing-off' barrow carrying 32 bricks two miles a day, mostly barefoot. Father and Pete Jordan wheeled the clay up a slope of planks to the hopper in wheelbarrows which they loaded by hand, about 17 tons per day, after hoeing the ashes in. That year we made a record 384 thousand bricks.

In 1946, wanting to make a second set of crushing rollers, father and I rode our bicycles to William Wheatley's at Wickham which was an agricultural

engineers and foundry. Father bought two horse drawn rollers. In William Wheatley's yard there were 11 traction engines, which they had hired out with threshing tackles, for sale at £15 each. Today I think £40,000 each would be an approximate cost. What a changing world we live in! From 1945 we bought from disused brickyards their remaining gear. 'Bearing off' barrows from a shed in Denvilles that had been G. H. Deans yard that closed in 1930. From Jones at Southbourne, barrows, running plates, a Lintott pug mill, 'hack' boards, 'caps' and 'loos'; these were paid for with bricks as Jones was a builder. A Monarch machine from Dryers, Hulbert Road. 'Caps' from Todd's yard Waterlooville, all creosoted and in good condition.

From 1946, while Valerie and I were courting, she came nearly every night, and 'loosed' up the bricks thus saving us an hour. In 1948 the trolley was adapted to carry the clay to the Monarch. A ramp was built using old beach groynes sold by the Council. A winch from a barge was installed with pulley wheels. This was driven by the same Brooke 10 h.p. electric motor hired 1934 from the intermediate pulleys that reduced the speed by belt to the Monarch. The trolley pulled up the incline by wire rope. Several of these frayed until a non-rotating one was fixed, (see certificate). Other winches of cast iron were used until 1964 when a steel one from a minesweeper was fitted, very satisfactory, and we had an identical one for spares. In 1949 'loos' from Trowerns Yard, Bridgemary, which had closed 1947. 1952, grandad's Monarch machine. In 1953 'caps' from Nightingales, these were in sheds stored from the beginning of the war at Petersfield and were in good condition.

When Valerie and I married we lived in a caravan in the field and as she did not work Saturday mornings, being a clerical officer for the Admiralty, Valerie helped on the machine. A 4 a.m. start allowed the other men to go home at nine which gave me time to dry breeze and sand etc.

In 1956 our eldest son was born.

In 1958 we moved into our house we had built in the field. Our second son was born that year. Valerie worked many hours in the yard taking turns on the machine. We have a film recording this. She continued to help until 1989

as well as keeping house. Life was easier after our sons started work and we had plenty of student labour.

In 1965 a reconditioned Monarch machine and also a traverse light rail track, pulley wheels, light rail lines and oddments of machinery were obtained from W. Lamb, Nyewood brickyard, which had just closed. From 1965 John Derben, a builder, brought into our yard wood from various projects. Tom Hawes supplied wooden crates. Larkham's of Havant also scrap wood. We made extra 'loos', these sometimes being 16 feet long, which were short leg, carried out to the low bricks making life easier. My wife and I, not having to leap out of bed to 'loo-up' carrying from one 'hack' to the other. 'Loos' can spelt 'lews'.

In 1969 more 'caps' and 'loos' from Ewhurst in Surrey.

In 1979/80 'caps' and 'loos' were bought from R. H. Clarke's, West End yard, some of these 'caps' had been made in 1919, but others made of marine plywood, which never shrank, were made 1960. This yard closed in the late 60s, we paid £25 for a large lorry load.

All these acquisitions made life easier as we did not have to buy a great deal of wood to repair ours, which had become rotten or nail sick, as they were all pre 1939. The big help was the increase of drying ground. Father started with eight 'hacks' in 1934, each one being 48 yards long, that is 48 'caps', holding roughly 1,000 bricks each run, therefore a 'hack' held nearly 7,000 bricks at seven high. This varied in spring and autumn, as then we used a five-eighths of an inch setting board, in summer we used a half-inch board. In 1946 we laid out more 'hacks'. In 1947 we moved into the larger field, our 'hacks' were then 62 yards, holding 1,240 bricks one course, 9,680 bricks when finished. The whole of the drying area would then hold roughly 150 thousand bricks at seven high. We did not always top out, sometimes only five high, according to weather. As time went on, we laid 'hacks' much shorter as close to the machine as possible. The average run with the bearing off barrow was 100 yards or 90 metres, which in a 10-hour day is about 10½ miles.

To get the fuel to burn our bricks, which was five barrows of screened ash, per thousand, we bought in or went and loaded it by hand. When we were

unable to get the lorry alongside the ash tip we ran it in barrows, borrowed from Graham Little. These were ballast barrows holding a quarter of a cubic metre each, ideal for ash being very large. I have dug out from the ballast hole, Havant Road, the bricks fired with this ash, burnt a lovely colour due to the ammonia of rotted contents from the toilet buckets, which had been emptied on it from the gun site guardhouse for five years. This produced a stronger smell when burning but lovely bricks. Also ash from Hygeia Laundry, Havant, Gable Head Laundry, Hayling Yacht Co., Aldermoor School, the Baths Eastney, M.O.D. Eastney and Fishery Lane Sewer Works.

We had great fun when digging refuse looking for treasures. 1946, at Brockhampton hundreds of glass bottles came out. Peter Jordan and I enquired from Mr Larkham *how much glass bottles?* He replied *one half-penny*. We brought out a large barrow and filled it, also Derek and I filled sacks and pushed them on bicycles the one kilometre off Brockhampton Lane. We were duly paid one half-penny each, all these had been washed in the stream. Wasted effort for sixpence a dozen! The ash was a brown ginger colour which we presumed was waste from the tan yard and parchment factory that had been tipped there.

We dug out household tips, such as Gothic Lodge, Bacon Lane. In the 50s ash was obtained from Bognor waste destructor where all paper was burnt, all metal was pressed in cubes and sent to Port Talbot, bottles were picked out. The fine stuff riddled and put in heaps. This when screened yielded cockle, whelk and winkle shells and, many three-penny pieces. But not a lot of cinders.

Before the war, gas and electricity were being used for cooking. Vertical boilers, which were more efficient installed for heating, so there was not so much ash available from dumps in the 50s. We went on bicycles and in cars to look for old refuse tips finding these by talking to people, and looking for Elderberry trees, hemlock, stinging nettles and cow parsley, growing in amongst blackberry bushes. Buying, or being given this, kept up our supplies. Never thinking of buying prepared coke as some other brick makers did. We live and learn! We cleared coalbunkers of dust.

Havant Borough History Booklets



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In 1975 a 1914-18 army tip found at Milford was good ash, as well as many pop alley bottles, ink bottles, stone jars and a Canadian five dollar gold coin, sold for twenty-one pounds.

Power station ash from Rotherham and railway engine ash from Plymouth. Lastly we dug out the ash from the Watercress line's railway engines at Ropley where I did not realise that they had used chalk on the fire bars to stop clinker. Semi burnt bricks blew lime holes. In Naval ships ballast or sand was used on the fire bars. As many boiler stokers were ex-navy, they applied this method so prolonging the life of the fire bars. These experienced men did not get the clinker but burnt the Welsh steam coal out leaving good ash. Very few of these men can be left now, their knowledge has gone with them.

Father built the bases of clamps high to stop water getting to them, this was successful. Although from early times kilns were built below the ground level they had sump holes around them, my great grandfather fell in one, contracted rheumatic fever, and became crippled in the 1880s.

The Romans knew that, being down in the ground, there was more oxygen to assist firing. As in India water is injected into the kiln for this purpose owing to humidity, also being down in the earth, heat is retained. Father used corrugated iron sheets as a temporary roof on clamps and around the sides to stop draught. A shed was used to store dry breeze taken from the heap Saturday afternoons and Sundays, otherwise covered by corrugated iron. Corrugated used under clamps as a damp course

After 1966 bricks were made on a two-year cycle. Clay brought in from drains footings, which had been excavated, added to some we dug by machine in the summers, kept us going. Also dumpers were used, which had been bought as scrap and renovated with the help of William Burrows, who helped us so much with everything in our ancient activities, as he called brick making, and our way of life. His brother John also contributed his electrical and mechanical knowledge giving us advice and help throughout the years from 1950 as did so many others of our friends.

In 1987 processed ash was bought from W. I. Lamb's South Godstone Yard and again in 1989. This was nearly all ready-made dust. Saved us time

screening through our mechanical screen made out of scrap in the 1950s the basis being a cement mixer.

An amusing incident in the fifties

Mr Hunt visited us, he had worked in brickyards all of his life until eighty years old. He lived at Nyewood. Watching mother 'skintling' for a few minutes he remarked: *Madam, I have not seen a lady doing that job for fifty years. You are moving 2,500 bricks per hour only half of them turned correctly.* Mother, like Queen Victoria, was not amused. Mr Hunt, then eighty-four, was of course correct. Mother quickly pointed out, we have plenty of south-west winds on Hayling so that did not matter so much, not turned outwards. Mr Hunt live inland where the sun was relied on to dry the inner ends which had been had burnt kiln bricks with bundles of straw, blackberry bushes, baffins or faggots, cord wood, Yorkshire coal, gorse, Welsh coal. For six years he had ridden his bicycle 13 miles each way every day to Hammer Brick and Tile Works, Haslemere from Nyewood. He was a very knowledgeable man. We made our last bricks in 1989 and the yard was cleared in 1992.

Expressions from brick making:

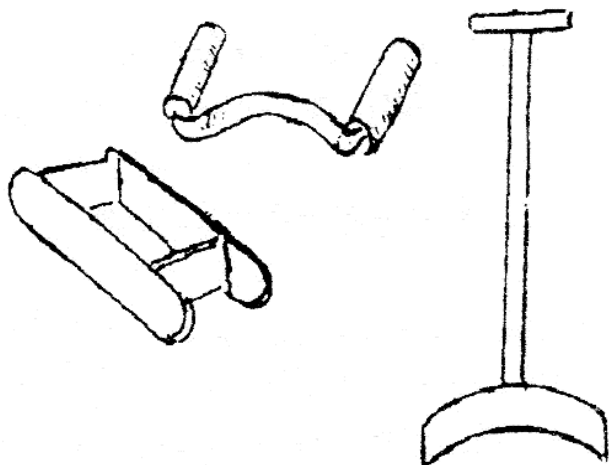
A cat on hot bricks, Hard as a brick. To drop a brick. As strong as a brick closet. Happy as a sand boy. Soft as pug. Sparta said: *My army is as strong as a brick wall, and every man a brick.*

What does it matter if you are old and bent when you can look back on a life well spent? I think my family's lives making bricks were well spent!

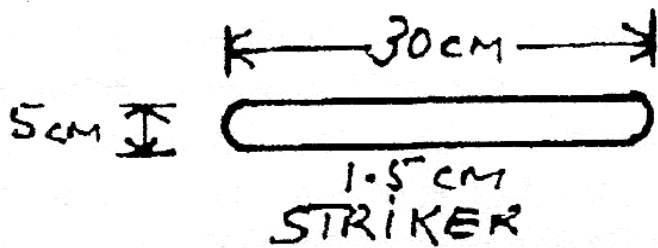
Monarch brick making machine.

Clay was mixed with ash and loaded into a small skip that ran on a 16-inch gauge railway track. This was pulled up a ramp by a winch that was controlled by a lever. The clay was then tipped in to the hopper of the machine. Blades on a central shaft then ground and passed the clay to the end of a barrel where a press on the shaft pushed the clay through a hole at the bottom and down a box-like chute with an adjustable throat or base. A sanded mould was put on to the table and a metal arm, which was worked from a cam on the shaft, pushed a mould under the throat. The clay was

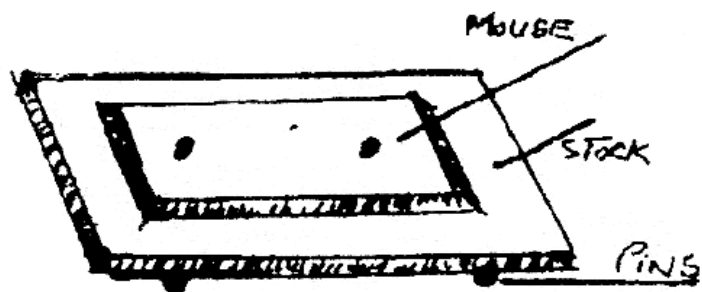
squeezed into the mould and the next mould pushed the full one out. Surplus clay was cleaned from the top of the mould using a small hoe and sand was thrown on to the top of the brick. The moulds were made of teak with a bottom and were steel shod. A pallet was placed on top of the mould that was turned upside down allowing the brick to fall gently on to the pallet. The brick was then placed on to the bearing-off barrow.



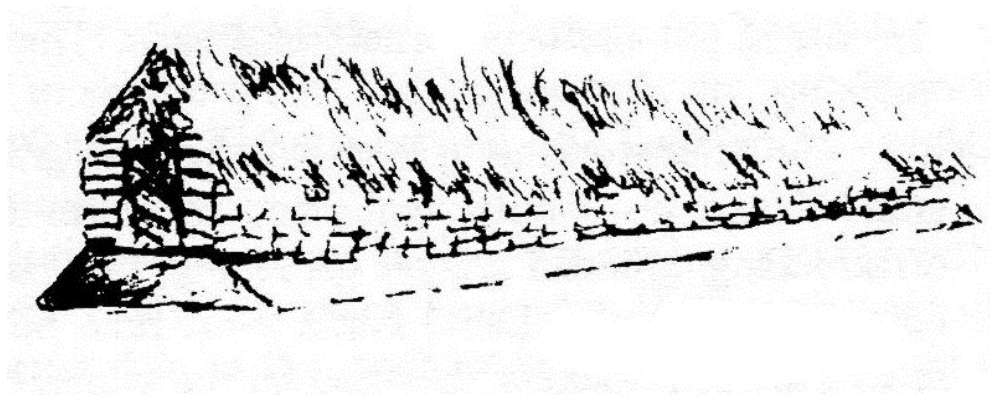
Brick Mould, Hand Cuckle and Clay Cuckle.



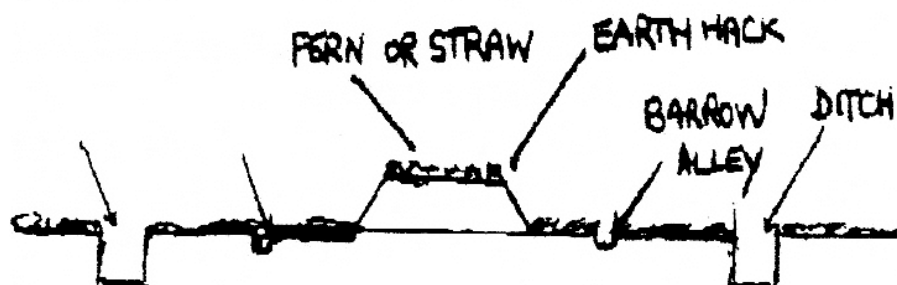
Striker.



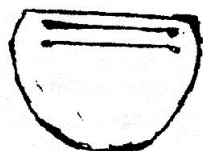
Stock.



Drying Hack.



Drying Ground.



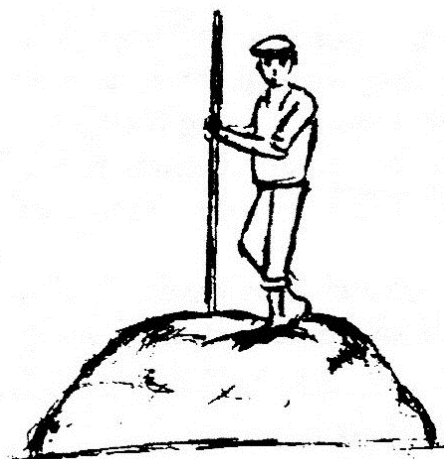
Rubber or Leather Cott or Glove.



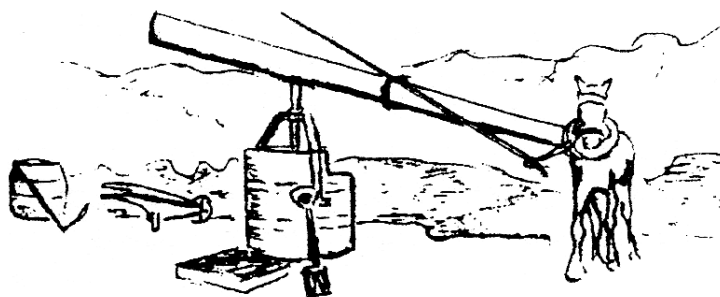
Turning Iron.



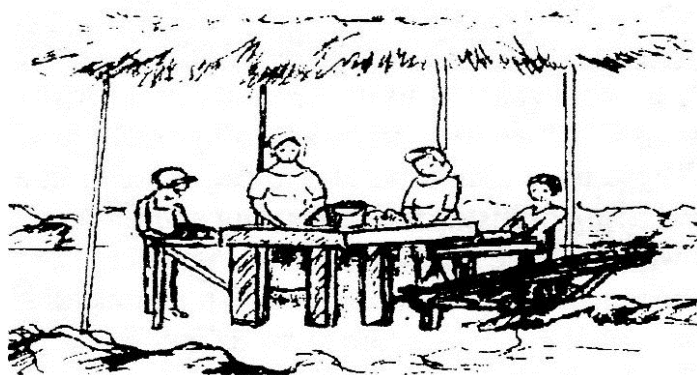
Clay Digging – First Pit.



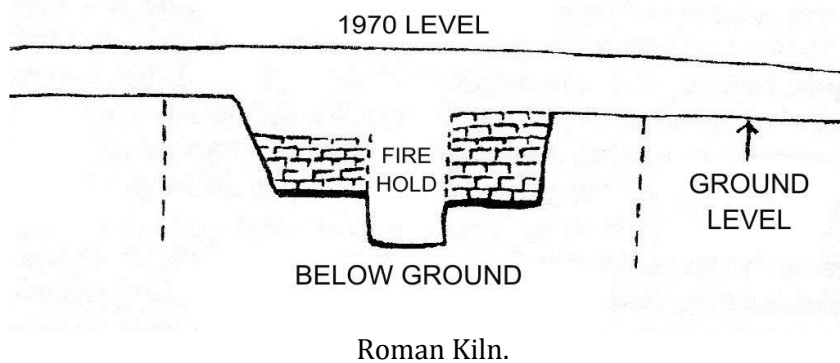
Treading the Clay.



The Horse Mill.



Ladies Making Bricks - 1870s.



Brickmaking in Velder Avenue, Portsmouth, 1887. Jim Pycroft, J. Perry, Peter Hart, W. Pycroft, Billy Pycroft, (nephew of W. Pycroft and George Pycroft).



In Copse Lane, 1924.



Bert Smith, Harold Pycroft and Geoff White, 1935.



Valerie Pycroft, 41, Ian 13, Harold Pycroft, 69, Making 480 bricks an hour that is 2½ ton with the mould , 1970.



Starting a bottom.



Making a hack.



All barrow work, 1974. Teak barrow on the left made by grandfather's cousin, James Finnemore, in 1887.



Roofed and tinned.



Ramp circa 1950s.



Clay heap with covered with railway ash from Ropley.



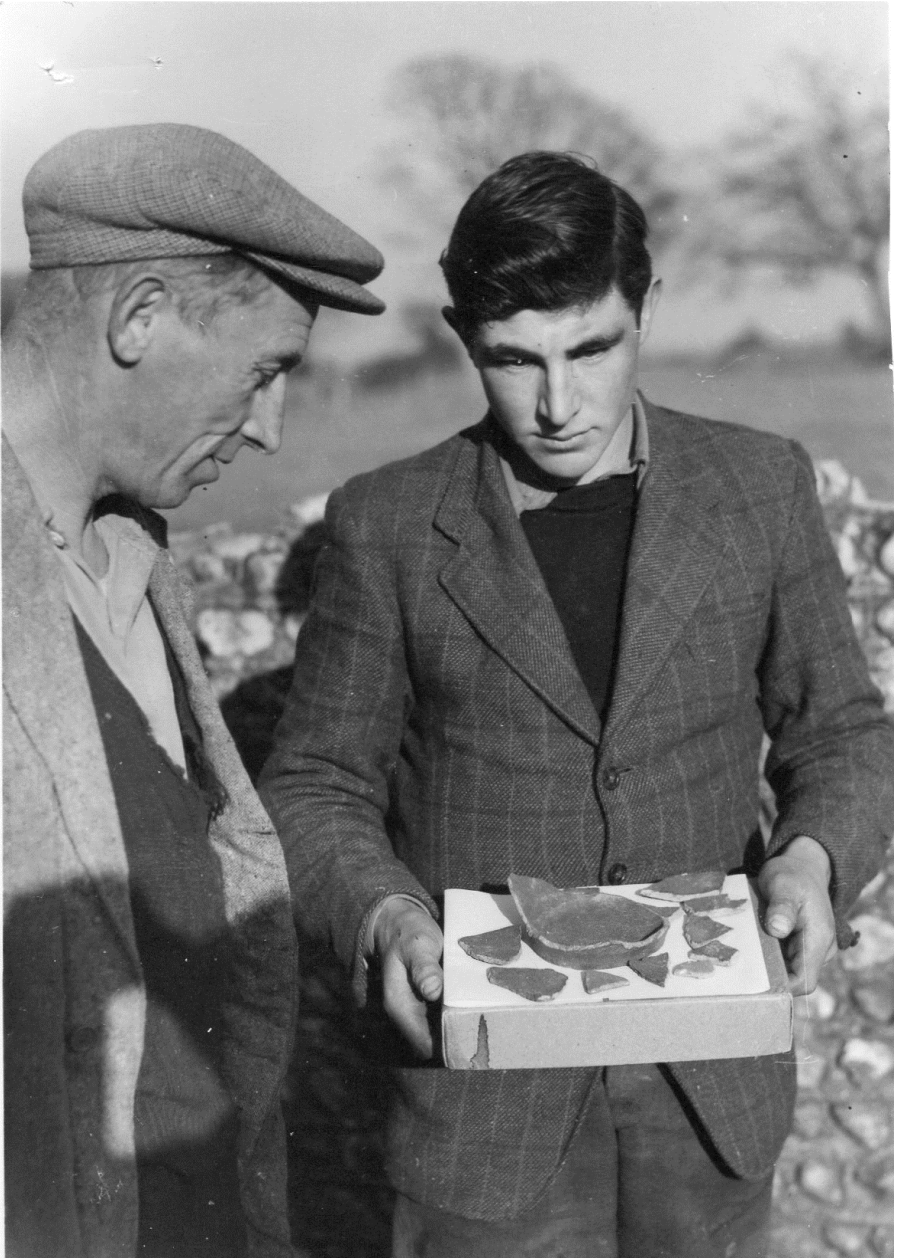
Drying sand from South Harting.



A doome drying sand as inland sand is now used doome not pugged with clay as dry sand does not run the same as sea sand which is finer and dryer.



Walts ready made on table. Hurdle as loos. Framptons, Isle of Wight, c.1880.



Harold Pycroft and Derek Pycroft with cheap Roman pottery dug from Little Crate field in North Hayling, 1946.

International Balloon Contest 1880, Hayling Landing

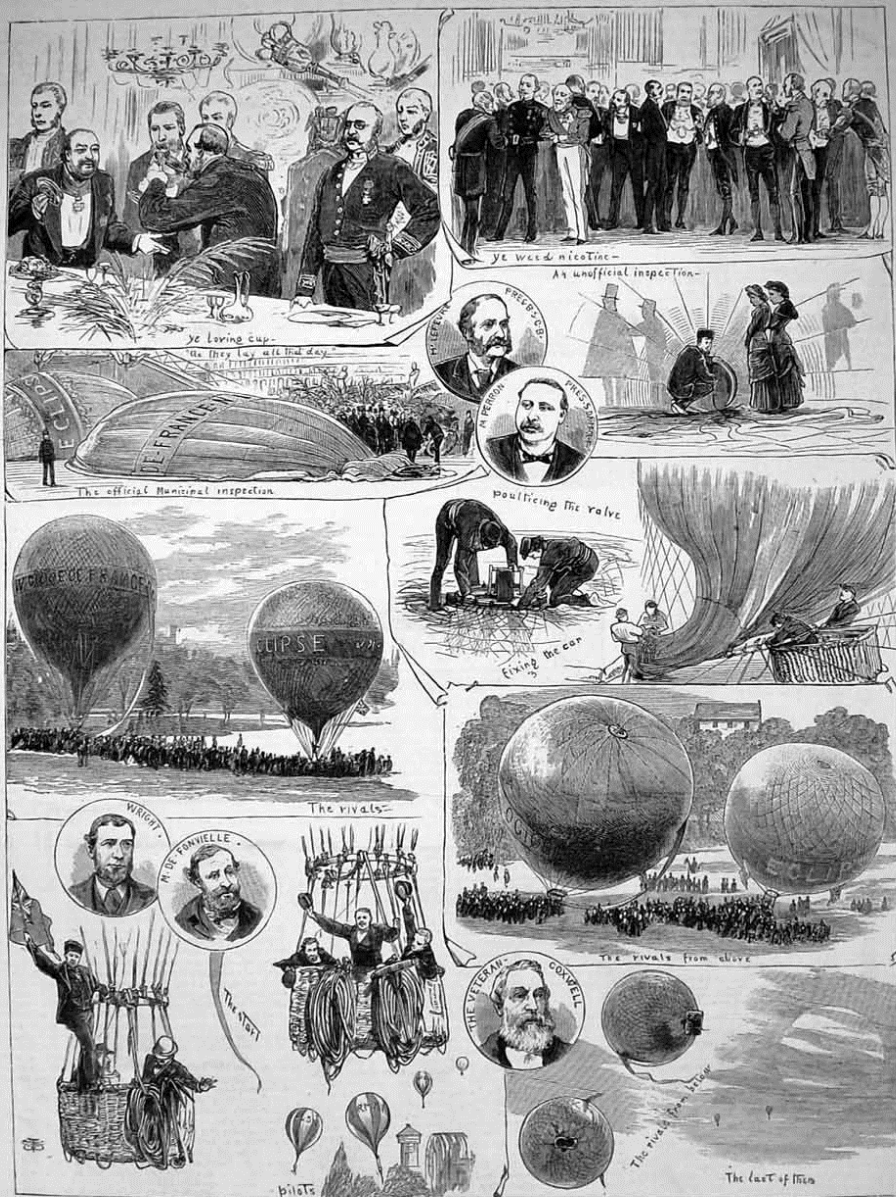
Ann Griffiths

At about 5.20 p.m. on 22 October 1880 residents in North Hayling were surprised by the sight of a balloon landing in Thomas Hoar's clover field. It was the *Eclipse*, guided by Thomas Wright and his two passengers. They had left Crystal Palace at 3.09 p.m. along with the 'daring French aeronaut', Wilfrid de Fonvielle, whose balloon, *No.1 Académie d'Aérostation Météorologique*, also contained three men.

In September 1880 de Fonvielle had written to the newly formed Balloon Society of Great Britain, challenging its members to the first 'International Balloon Contest', on British soil. The offer was accepted and it was decided that the winning balloon would be the one that travelled the furthest in daylight, with de Fonvielle initially hoping to make it to France. Due to adverse weather conditions, including an early, heavy fall of snow, the contest was postponed for twenty-four hours, the balloons then successfully taking off from Crystal Palace, watched by a large crowd.

Thomas Wright (1832-1912), was a photographer and a professional balloonist, who made several hundred ascents in his lifetime. The *Eclipse*, at a capacity of 28,000 cubic feet was much smaller than the French balloon, at 42,000 cu. ft. The car, or basket, was 4 feet long, 30 inches wide and 3 feet deep. Wright's passengers were a reporter from the Central News and Mr William Cobb, photographic instructor to the Royal Military Academy, both men being novice balloonists. The men weighed in at a total of 30 stone and their equipment at 6 cwt.

Wilfrid de Fonvielle (1824-1914) was a French scientific writer, a well-known balloonist and Vice-President of the Académie d'Aérostation. The French balloon had as its passengers Monsieur Perron (President of the French Society) and Commander John P Cheyne RN, a member of the Balloon Society, who was to fail to achieve his ambition of reaching the North Pole by balloon. The total weight of the three men manning the *Eclipse* was 34 stone and of the equipment 10 cwt.



THE INTERNATIONAL BALLOON CONTEST

Taking off from Crystal Palace. Wright and de Fonvielle pictured bottom left.
Illustrated London News.

Both competitors were supplied with scientific instruments from Mr Porter, optician of Cary's, 181 Strand, London. Charts and plans were provided by the Meteorological Society. Messrs Negretti and Zambra photographed the balloonists just before they took off.

The balloonists began by heading in the direction of Brighton, in a fresh wind, and with some snow still on the ground. It was reported that the driver of the 2.45 p.m. train from Waterloo saw the *Eclipse* at Guildford and tried to race it southwards but Wright was over Havant five minutes before the train arrived.

Mr Wright regularly threw little scraps of paper out of his balloon to see if it was going up or down. As the *Eclipse* approached the south coast it began to be carried along the waters of Langstone Harbour towards the Channel, *but as we rose to 3,200 feet we luckily caught a current that carried us slightly eastwards over Hayling island.* To prevent the balloon from drifting out to sea or going onto marshy ground the descent had to be very quickly effected. Mr Hoar's house was the last in the direction of the English Channel and *'had we gone a little further we should probably have been obliged to bring up on marshy ground'*. This would have meant waiting until the next day to be rescued by boat at high tide. The Press reporter stated that once over Hayling Mr Wright said:

We are safe. Now for it -- I won't go any further. Get the bags ready; here goes!' He pulled the valve rope and down we shot, like an arrow. 'Out with the ladder and look out for a fearful bump,' Mr Wright declared. He emptied two bags quickly and then a further four in rapid succession. Mr Cobb was wedged in the bottom of the car and the aeronaut was grasping the ropes. The heavy grapnel touched the ground; we bumped upon it and rebounded some thirty feet. Mr Wright seized the valve rope and down we came again. The grapnel caught and we felt the clutch as the balloon and car tilted over. We all held on and in a minute three men came running up. They were rather shy at first and it was only by dint of shouting that they were induced to approach and seize the car. In a minute or two some forty people were on the ground. The balloon was emptied of its gas and, in less than fifteen

minutes, packed up and put on board a cart, which conveyed us to Havant.

This account was telegraphed to the *Standard* from Havant along with the information that the greatest altitude of the *Eclipse* had been 5,000ft and the extreme of temperature 30 degrees. *The French balloon descended about two miles from where we came down and landed about ten minutes earlier.* It was also reported that when the two balloons passed over Emsworth, at about 5 p.m. a parachute was dropped from the *Eclipse*, to which was attached a series of questions. These were filled in by the Postmaster and 'forwarded to the President at Paris'.

The French balloon landed in Langstone Harbour at about 5.10 p.m. [The area described by de Fonville as 'Bedhampton Grounds', is shown on Admiralty charts as *The Grounds*, between North Biness Island and Long Island.]

The main compass had had its card the wrong way up and, in any case, was no use owing to the unexpected swinging of the balloon. The coast having been missed, the first bump was in salt water, but the grapnel having held fast in the ground the disinflation process was executed by us, splendidly, before the arrival of nine lads who helped us roll the balloon. We drank the health of the British Royal Navy at our superior altitudes.

In a letter published in the *Graphic* on 30th October de Fonvielle recounted the full story of what happened after they landed.

The only thing to do was to carry the balloon above the high water mark onto this uncultivated island but we were not strong enough. Happily we had been seen by a number of lads in the employ of Bedhampton Water Reservoirs Company, who came one by one to the rescue. [These were the reservoirs attached to Portsmouth Waterworks at Farlington.] At 5.40 we had about nine of them. We folded the balloon, according to the French rules, and carried it to the top of the island. Commander Cheyne advised us to try to find a conveyance to Portsmouth and a telegraph office for communicating

with the London Press.

The men, guided by the lads, marched for an hour, knee-deep in sand and water. Left to themselves they would have had to spend the night on the island:

....lighting a fire with seaweed and living upon cakes and wine, which we had brought with us in the balloon. All these victuals were given to the lads, in acknowledgement of their services and we drank with them from a loving cup. When on shore it was quite dusk and we encountered a number of trenches, dykes and fences. It was muddy in the extreme.

When they reached the Telegraph Office at Cosham, the telegraphing took another hour. By now it was between 9 and 10 p.m. Wright and his colleagues then went by omnibus to Portsmouth, where they spent the night at the *Star and Garter* hotel. Before retiring, Commander Cheyne made arrangements with the master of a schooner, who sailed with the morning tide on the 27th October with a crew of six robust sailors, to collect the balloon. It was sent to London by train, arriving at Crystal Palace on the 29th. M. de Fonvielle ended his letter by stating that as regards the contest they had played a drawn game.

At a follow-up meeting in London, the competing balloonists reported on their voyage and it was decided that it was difficult to prove who had won the race in terms of the distance travelled. Monsieur Perron and Wilfred de Fonvielle were elected honorary members of the Balloon Society. At the end of October the two balloons were inflated and put on public display for two days in the 340 foot long hall at the Royal Aquarium, Westminster, where lectures were given by several balloonists, including M. de Fonvielle and Commander Cheyne.

The Hayling Poorhouse – Quaint Ways of Running It

Portsmouth Evening News – 22 October 1932.



North Terrace, where the poorhouse stood.

The Parish of North Hayling, although now very much less in population than the sister parish of South Hayling, was in the earlier history of Hayling Island evidently the more important. A census taken in 1788 gave the population as being considerably the larger of the two parishes. The fact that North Hayling had its own poorhouse, whereas there is no trace of such an institution in South Hayling, seems to point to the same conclusion. The former poorhouse is now a row of picturesque cottages known as North Terrace.

In the year 1834 the parish workhouses were superseded by the Union Workhouses, the Act making the union instead of the parish the unit of local administration. The Havant Board of Guardians then took over the duties formerly carried out by the parish of North Hayling.

The parochial records of North Hayling are in good order from the year 1793, but those previous to this date seem to have been lost. The records

show a monthly meeting, with accounts and minutes kept, signed by the churchwarden and two overseers, and being verified twice a year by two Justices of the Peace. The income was obtained by making a poor rate and there are many entries such as: *Cost of new book, 4s. (20p). Making book, 1s. (5p)*, but there is no record of clerical work beyond this. If there was a balance in hand, it was stated that the overseers were in pocket so much; if a deficit, that they were out of pocket by so much for the month.

Payment for Navy Men

Some items of expenditure are in many instances most interesting. In May, 1796, there is this curious entry: *Paid for the men raised for His Majesty's Navy, £7 8s. 2d. (£7.41)*. One would not expect to find any reference to the County Rate in 1799, but the payment of £5 19s. 6d. (£5.97½p) with stamp 2d. (1p) is so entered, whilst further entries state that the Overseers paid the Vagrants Tax for a similar amount. They also paid: *Joseph Parr's lodgings in the Small-Pox, 10s. 6d. (52½p)* and at a later date there is an entry: *For journey expenses to Fareham for the examination of the same man, 18s. 9d. (94p)*, evidently to satisfy the authorities that he had recovered.

James Guy was paid for relief, and for 'doctor's stuff,' 3s. 6d. (17½p). Another entry is: *For going to the Crowner, 2s. (10p)*, and on the same date: *For burying a man, 2s. (10p)*. On another occasion: *1 gallon of beer for Master Aldent's burial*. There appears to be some connexion between the entries which follow each other: *Beer and Hollands to Peter Brown, 5s. 9d. (29p). Paid the Clerk for digging Phebe Brown's grave, 2s. 6d. (12½p)*. Did the distracted widower require stimulating? Another curious entry is on one line without any stops. It reads: *Dame Renolds to bury her child 3s. 6d. (17½ p) yeast 3 pence 3s. 9d. (19p)*.

Thirsty Work of Burying

Burying appears to have been a thirsty job. Here is another entry:

Paid Mr. Bagley for burying of Sarah Patte 1s 9d. (9p) and one gallon of beer 1s. 4d. (7p) Mrs Pilling was paid 6s. (30p) for making a shroud, and Siam Lamar 5s. (25p) for digging two graves, whilst Mr. Cutler was paid 12s 6d. (62½ p) for making two coffins.

Food purchases naturally occupy considerable space in the records. Pork must have been a prominent item in the menu, judging by the repeated purchase of fat hogs, some weighing over 22 score, the price ranging from 8s. 6d. (42½p) per score. Pigs were evidently kept at the poorhouse, there being several entries of the purchase of pens for the poorhouse hog. One entry runs: *Killing a hog, with a man to help cost 4s. (20p)*, whilst 1s. 6d. (7½p) was allowed: *For going to see a hog*, evidently with a view to purchase. Occasionally there was beef, one entry being: *21 pounds bull beef and half head 5s. 4½d. (27p)*. Another item, which showed that the churchwarden sometimes did business with the house: *Paid myself for ½ cwt. and 4 pounds cheese 12s. 10d. (64p)*. Lard was 6d. (2½p) a pound, and butter 1s 4d. (7p).

The pay for work seems very little compared with our present-day standards. A day's work in the poorhouse garden was 1s. 4d. (7p). Dame Barber was paid: *3s. (15p) a week for nursing Ben Grist's wife, cutting 200 bundles furze was paid for with 7s. (35p)*. Dame Couzens, for her day's washing was paid: *1s. 6d. (7½ p) and leasing 18 bushels of wheat 15s. (75p)*.

Boarded Out Cheaply

Relief in cash was entered as: *Let Dame Alwick have 2s. (10p). Let Old James Vick have 4s. (20p). Paid Ben Grout's wife 5 weeks at 2s. (10p)*. Boarding-out prices seem quite fantastic compared with those of to-day. Thus: *Paid Master Bird for keeping Josiah Lomar 11 weeks 11s. (55p)*. From another entry it evidently appears that the man had shifted his lodgings, as Master Reed was paid a similar sum. Farmer Kewell was paid: *£1 1s. 6d. (£1.7½p) for keeping Bill Chambers three weeks, and John Rogers £1 7s. 6d. (£1.37½p) for keeping Susanah Holt 55 weeks*. On January 18, 1807, on a page by itself, duly signed by the parish officials, is an entry as follows:

At a Vestry meeting in the Parish Church it was agreed that the allowance of 8s. (40p) a week to Richard Parr and his wife should be continued on the following terms, that they were to support themselves without any other aid from the parish.

Was this the forerunner of the present-day 'Means Test'?

Newtown House Hotel - Ann Griffiths



Newtown House Hotel, 2014. Gary Brown.

In a survey of 'Hampshire Treasures' conducted by Hampshire County Council in the 1980s the former farmhouse is described as follows:

C.18 Newtown House, Manor Road. 2 storeys. Red brick and grey headers alternately. Tiled roof. Ships' timbers used in construction. South facing buildings and outbuildings original. Now an hotel.

In the mid-nineteenth century 'Newtown' consisted of numerous outbuildings, formal gardens and orchards, a well and a pump, surrounded by farmland. The 1871 to 1891 censuses show that the head of household at 'Newtown Farm' was Joseph Thomas Crasler. In 1881 he was described as being a farmer of 200 acres employing five men and two boys. He died on 7 May 1897, aged about 80, leaving effects valued at £923 13s 11d. (£923.70). *The Hampshire Telegraph* reported the funeral, which took place at St Mary's Church:

The deceased was the last of the old class of agriculturists on the Island and being a copyholder was one of the foremost protectors of common rights. On several occasions he provided horses to remove obstructions from the beach common.

In June 1896, a year before the death of JT Crasler, *The Times* announced:

Frederick Joseph Crasler, only son of JT Crasler of Newtown House, to Susan Bulbeck, daughter of the late Thomas Bulbeck of Sutton Park, Guildford, farmer.

However she died at Newtown in 1898 after only two years of marriage. In 1902 Frederick married Dora Annie Wakeford, daughter of Thomas Wakeford, who farmed at Castle Farm, Warblington. They had two children, Frederick and Marguerite and the 1911 census has them at Briar Bank, Manor Road, with Frederick as a domestic gardener.

In 1903 Newtown was advertised for sale as:

The prettiest, most compact property on the Island; residence recently decorated throughout; drawing and dining rooms, 3 bedrooms; large and small kitchen; pantry, dairy, coach-house, stabling, poultry houses and other outbuildings; lovely garden, an acre of orchards, and two fields, about 8 acres, all freehold.

The property was on the market again in 1904 and again in 1906, when Mr Henry Edward Hockley, a colonial merchant, instructed King and King, on selling the premises, to auction some of the furniture, poultry, about two acres of wheat straw, a Ralli cart, cob and harness, etc.

Newtown was purchased by Edward Parke Seaton, a civil engineer. He married Margaret Auchterlonie Creighton in 1886, in London. When he died in 1925, aged 74, he was *late of Newtown Hayling Island* and his effects were valued at £9,182 7s. (£9,182.35). Edward Henry Vidal was a friend of Seaton's from Ceylon days and when he stayed at Newtown as a young man Vidal told Seaton that he would buy the property one day. After Seaton's death the estate was initially bought by Mrs Oliver, who owned Chapman's Laundry in Portsmouth, but in about 1930 Vidal purchased 'Newtown Farm', as he called it. He moved in with his wife Barbara, the daughter of Commander Charles J Fellowes RN, and their young daughter, Adèle Barbara Vidal, who was born in 1924. Adele attended nearby Seager House School and Westfield Oaks Junior School between 1931 and 1935.

In July 1935 Mrs Vidal advertised in *The Times* for a parlour maid:

One been under housemaid, if well trained; three family; four staff; on bus route; near sea; afternoon uniform found; good outings; state wages.

At this time the Newtown House gardens were said to be *resplendent with 15,000 bulbs* and the Vidals opened them for charitable events.

Telephone: HAYLING 77860.

Seager House School

Sea Front Hayling Island



*A Boarding and Day School for Girls
up to 17 years of age*

Principals: Miss D. MAY, B.A. Oxon., Hons. School
Nat. Sci., Cambridge Teachers Diploma, M.R.S.T., and
Miss E. MAY, H.N.F.U., M.R.S.T.

Separate Junior Boarding House, Kinder-
garten and Preparatory Department for
Children aged 4—10 (Boys & Girls), at

WESTFIELD OAKS, South Hayling

Large Staff of fully qualified Mistresses, School
Matron, and Children's Nurse.

Entire charge taken of Children whose parents are
abroad.

In 2009, when I visited Adèle in North Hampshire, she said that by 1938 the granary had become unsafe. It was demolished and in its place an extension was built, consisting of a study and a utility room, known as the flower room, on the ground floor and a main bedroom, dressing room and bathroom on the first floor.

After living in their house on the French Riviera between December 1939 and May 1940 the Vidals returned to Hayling. In October 1941 Adèle joined the WRNS, after completing a short course in Southsea where she learnt to type and do shorthand. She was posted to 'Northney 1' camp as an 'immobile' Wren, first as a messenger and then as a writer in the drafting office. This meant cycling or 'auto-cycling' daily the five miles from Newtown to Northney and then over Langstone Bridge to the 'Wrennery' at Flint House, Langstone, for lunch. Adèle moved to 'Northney 2' in August 1944 and worked in the Captain's secretary's office with two other writers. During the war some windows were broken at Newtown.

Mrs Vidal helped run the war time canteen for the Royal Marines in the Victoria Hall. Adèle helped sell cigarettes and sweets etc., while her mother cooked and served snacks with her helpers. The canteen was well patronised until January 1941, when, according to Adèle, it was closed because it wasn't making enough money. In 1945 Adèle met her husband-to-be, Lieutenant Victor John (Dick) Manwaring Royal Navy, who was stationed at Dryad. They were married at St Mary's Hayling on 4 August 1945 and in December Adèle was demobilised.

In about 1947 the Vidals converted Newtown House into four flats, all with separate entrances. Mr Vidal died there in 1951 and his widow continued to live there until just before she died in 1959, when the house was sold and turned into an hotel.

The property was bought by an American, William Arthur Weaver, a civil engineer. His English wife, Gillian (Hedges) Weaver, developed the hotel as a successful business. In 1962, when their first child was born, Bill gave up his job to help run the hotel, which they managed together until they retired in 1985. The hotel currently has 27 individually decorated en-suite rooms and all modern facilities.

Lama House, South Hayling

Ann Griffiths



At the end of the nineteenth-century Joseph Johnson, a Russian-born cotton merchant, build Lama House on Hayling sea front.

Born in St Petersburg in December 1843 and baptised at the British Chaplaincy, Joseph was the son of William Joseph Johnson, who was also born in Russia but died in Lancashire in 1889. The Johnsons operated cotton mills in Manchester and Russia for three or four generations and because of his work in promoting trade between the two countries, Joseph was awarded the Russian order of St Stanislaus by Tsar Alexander III.

In 1867 Joseph married his first wife, Helen Ward, in the English Church at St Petersburg and they had five children. In 1878 Joseph came to Hayling, apparently to visit his sister at Myrtle Farm, South Hayling, where she rented a holiday home. A letter exists in which he wrote to tell his wife 'Nell', in Russia, that he had attended the Fleet Review in a steamer, had seen Queen

Victoria arrive in her yacht and that he thanked God he was a British man. He also told Nell that he had purchased twenty-four acres of land at South Hayling as he thought it would be a 'grand investment'.

Nell seems to have died sometime after a daughter Victoria was born in 1881 and in 1887 Joseph married Mathilda Farquharson. They had two children born in 1888 and 1891, in Russia. By 1897 Joseph had built Lama House, in the Russian style, on his large plot of land between Bound Lane, Webb Lane and Grand Parade. It was erected by Harry Trigg, the well-known local developer. There was a marble staircase, at the top of which were large, rather sombre, canvases, apparently depicting Russian proverbs. There were icons, valuable clocks, Persian carpets and a grand Russian brass bed inlaid with mother-of-pearl. In the grounds there was a small boating lake, an ice-house, a water tower and tennis courts. A windmill, which had to be regularly oiled, supplied water from the well to the tower. Spacious cellars ran under much of the house.

Joseph's daughter Mary (Minnie) Johnson, born in Russia in 1876, married Ludvig Alfred (Lullu) Nobel, nephew of Alfred Nobel, founder of the Nobel peace prize. Ludvig's father was credited with founding the Russian oil industry and was extremely wealthy. In 1907 Joseph's daughter, Victoria, married Baron Constantin Fehleisen, at St Mary's Hayling. Prior to the lavish wedding Constantin stayed at the Grand Hotel, the former home of the Sandeman family.

Sadly, in 1910 Mathilda Johnson died and was buried at St Mary's Church. She was fifty-four. Joseph was now retired and widowed for the second time. In the 1911 census Joseph described himself as a retired mechanical engineer, born in Russia but British by parentage. His son Douglas, aged 41, and his daughter Gladys, aged 21, were also at Lama House, together with a housekeeper, general servant, housemaid, seamstress and gardener. In addition there was a live-in cook called Alice Warner, who had previously been a companion to Joseph's sister at Hayling. Alice was forty years younger than Joseph but this didn't stop her from marrying him in November 1911. She bore Joseph his eighth and ninth children, Unice in 1913 and Josephine, who was born a month after Joseph died in November 1914, aged

seventy. Joseph's will described him as a cotton spinner and his effects were valued at £25,896. Alice and Douglas were the executors and Douglas inherited the engine Joseph had made as a child and the silver tea service that had been presented to Joseph by the Sampson factory in St Petersburg, presumably on his retirement.

Joseph had been a generous man; for example, according to his family, a local Hayling widow had been saving for a bed but her child had thrown the money onto the fire. Joseph anonymously sent to Maples for a bed and a pink eiderdown. The widow was so proud that she put the bed in the downstairs front room where passers-by could see it.

It was now 1914 and Alice Johnson was left in a huge house with two baby daughters. However, the war provided a solution and Lama House was turned into a convalescent home for Commonwealth army officers. Postcards are said to exist that show officers sitting on the steps of the house. In July 1918 *The Times* advertised Lama House for sale, with thirteen bed and dressing rooms, two bathrooms, four reception rooms and lounge, tower with observatory, conservatory, ample domestic offices and double garage. The house, however, didn't sell until 1932.

In the meantime, James Duncan McLeod, a convalescent soldier from the New Zealand Expeditionary Force and a former sugar worker, had been staying at Lama House during the war and had become friendly with Alice. After returning home to New Zealand to be discharged he came back and married Alice at Havant Register Office in 1922.

James and Alice built a new home in the grounds of Lama House and moved in to 'Dilkusha' (Heart's Desire) in 1923 with Unice, Josephine and a new baby daughter, Myrtle, who was named after Myrtle Farm Cottage (now Deep Thatch), where Alice had first come to work. Alice and James had two more daughters and a son, Duncan, who died aged six. Following this tragedy his parents became Christian Scientists.

After failing to sell, due to the economic slump, Lama House was being demolished in 1935 when Mr C G Snell of Farlington found a small bag of gold and silver English and Russian coins in the footings. Myrtle's family notes

state that Alice died at Lama Court in January 1980, aged ninety-seven, in one of four flats built by the family. Myrtle lived on the island all her life but the McLeods and Dilkusha is another story.

Stuffed Bear

In August 1922 the disputed ownership of a stuffed Russian bear was the subject of an action at Portsmouth County Court, when Joseph Johnson's daughter, Baroness Fehleisen, sued her stepmother, Mrs Alice McLeod, for the return of the bear.

The Baroness stated that some years ago, when staying at Petrograd, she had been given the bear by friends, who had shot eleven bears whilst on a shooting expedition. Later her father had brought the bear to his home, Lama House.

In 1908 the defendant had come to Lama House as a cook and had afterwards married Mr Johnson. When he died in 1914, the property was left to her. Victoria Johnson had married Baron Fehleisen and had left the bear at Lama House. The defendant, who had remarried, declared that her late husband always told her that the bear was hers. There had been repeated applications for possession but the defendant had always refused to give it up.

The Judge found in the plaintiff's favour and made an order for possession against the defendant.

Healthy Hayling

Ann Griffiths

St Patrick's Open Air School

This was situated at Westfield, former Italian-style home of the well-known Sandeman family. In 1929, soon after the school opened, there was a fire in which the school wing was burnt out and the sister-in-charge, Sister Celestine, lost her life but the 58 delicate children, aged from four to fourteen years, were rescued. A letter in *The Times* requested money to provide open air shelters for the children, who were being looked after by charitable neighbours. The paper appealed to its readers, *We must not let them be sent back to the poorest London homes where they came from.*



In July 1930 the replacement buildings were blessed by the Roman Catholic Bishop of Portsmouth. The ceremony followed Mass in the Chapel which had been almost completely rebuilt. The restored statue of St Patrick was given place of honour facing the entrance. *The Hampshire Telegraph* described the new annexe as a two-storey dormitory with thirty-two beds on each floor.



The original children's chapel.

This block is practically the last word in open-air buildings and was erected in memory of Sister Celestine. The paper also mentioned the companion school near Witley Surrey. The School, originally St Dominic's Open Air School, has occupied its current site (which was called Mount Olivet) since 1929, and is one of the oldest schools in the country catering for students with special needs.

In 1962 a new chapel was built, with a west window designed by artist Philip Brown and made by him and his wife Gounil at their studio in Hastings. It was 40ft wide, bigger than their workshop, so they worked from a glass model. St Patrick's School closed in 1980 and Westfield became the home of St John's Roman Catholic Cathedral, Portsmouth, Choir School. But little more than a decade later the buildings had become uneconomic to maintain, and in 1993 the house and chapel were demolished and the chapel window was destroyed. Philip has kindly donated the original maquette of the chapel window to The Spring Arts and Heritage Centre in Havant.

Meath Homes

In the 19th-century epileptic children were often put in workhouses or lunatic asylums. *Exploring Surrey's History* website tells how Mary Countess of Meath, founder of the Epilepsy Trust, purchased parts of the Eastoke estate from Lynch White in 1898 and 1900. In 1901, a property abutting Eastoke Road and Southwood Road was leased to the committee of the Meath Home of Comfort at Ottershaw, Surrey, for a children's convalescent home. The British Medical Journal March 1902 reported that the important Hayling addition, which accommodated twelve patients, had *proved distinctly beneficial, not only to the general health but also to the epileptic condition of several of the patients.* A 1903 directory shows Miss Ella Glas Sandeman as local secretary and Miss Agnes Pole as superintendent. By 1915 the Home was known as Meath Cottages but after the War the Home seems to have become a private house. One of the occupiers just before WW2 was John Ismay of Ismay light bulbs.

St Andrew's Home, later Suntrap Residential School



Perhaps the most interesting story is that of 'Suntrap'. It is not widely known that it was founded by two women who were both from influential and wealthy families, the Barings and the Twinings. Muriel Ursula Brenton was the daughter of Thomas Baring MP of High Beech, Essex. The story goes that Muriel wanted a hospital so her banker brother Harold built her one near the Essex family home! This was the first 'Suntrap', a children's convalescent home. Muriel's colleague, Sister Katherine Twining (1857-1943), was a direct descendant of Thomas Twining, founder of the famous tea company. One of our outstanding pioneer nurses, Katherine embarked on her second nursing career, as a co-founder of St Andrew's Home for Crippled Children and lived on Hayling sea front from about 1913 until her death in 1943.

St Andrew's Home had been founded in 1893 as a residence for unmarried mothers and their infants. At a Poor Law conference in 1907 one speaker said:

There is no institution which I so much wish to see copied as the St Andrew's Home at Hayling Island. A girl of 15 whom we sent there with her child several years ago has now for a long time been earning £20 a year in the laundry of an institution and of course supporting her child and herself respectably.

The home was put up for auction in 1913, together with its recreation ground. It was bought by Muriel Brenton and, in due course, reopened as 'St Andrew's Home for Crippled Children'. Shelters were erected to provide accommodation for the young patients. In 1923 a News reporter visited and

reported that a third fundraising fête was to be held at Mengham. *Although they hopped or were carried or wheeled down to the water's edge all the children could swim. Most of the cases are of paralysis and tubercular hips and spines; all the clothing, splints and dressings are made at the home. Not a farthing is wasted. A bonny Portsmouth girl known as 'Jellyfish' was admitted in 1917 in a hopeless paralytic state but she has made such strides towards recovery that she is now champion swimmer of the school.*

The home remained under Sister Twining's control until 1930 when she retired. Mrs Brenton then gave the freehold property to the committee of the Tottenham Education Authority on condition that it was used for the benefit of the sick. It was renamed The Suntrap Residential Open Air School. In 1938 the open air huts were replaced by brick buildings but in 1943 the property was taken over by the Royal Marines and called HMS Suntrap. In 1947 it opened as a school for delicate children. I understand that in the early 1970s Suntrap had a superb headmistress, catering by then for children with assorted problems. There was also a special unit within the school grounds for several boys who were all autistic.



St Andrew's/Suntrap patients. *Photo courtesy of Tim Stratton-Clarke.*

Regrettably, the Round House, a brick and slate hexagonal building that housed the X-ray equipment, has been demolished. It was designed by AE Stallard, a well-known local architect, and built by Mr Lander. The Round

House was built in memory of Helen Penelope Longcroft, who died suddenly



of pneumonia in 1925, aged 32. At the opening ceremony, in March 1928, Sir John Davenport MP described Miss Longcroft as having devoted many years of self-sacrificing service to the cause of alleviating the sufferings of the crippled children at St Andrew's Home. Miss Dempster, who nursed at Suntrap, told me that she resided in the Round House from 1957 to 1982 but ate her main meals in the school. Suntrap finally closed in 1988 but former pupils regularly hold a local reunion. The plaque to Miss Longcroft is now set into the wall of the modern flats on the site.

Mother's 80-mile walk – October 1919.

It was reported in the press that a poor woman from London's East End received a telegram that her daughter was seriously ill in St Andrew's Home, Hayling Island. She walked the entire distance of 80 miles, accomplishing her journey in two days and one night.

Lord Mayor Treloar Hospital

In the early 20th century Hayling became a popular place to send sickly children who could benefit from the sea-air as part of their treatment. In 1906 Sir William Treloar launched the Lord Mayor's fund for children



NATURE STUDY ON THE BEACH.



SCHOOL ROOM.



A LESSON IN GARDENING.

**LORD MAYOR TRELOAR CRIPPLES' HOSPITAL AND COLLEGE
HAYLING ISLAND BRANCH.**

crippled through tuberculosis, and in 1919 he laid the foundation stone for the Treloar Hospital at Sandy Point to which Queen Alexandra donated £100. The aim was to supplement the work already being done at Chawton. Treloar appealed for money to provide extras such as buckets and spades for the crippled 'little workmen'. Peter Smith, whose family worked the blacksmith's forge at Gable Head, made leg irons for the crippled children. There is a wonderful film on the British Pathé website of the work being done in the 1920s at both hospitals.

William Padwick and his Crooked Solicitor

Ann Griffiths



Norfolk Crescent circa 1920.

When the road bridge to Hayling was opened in 1824 gentlemen and builders were invited to invest in erecting large sea front houses. In August 1825 an advertisement stated that:

Houses for respectable families are commencing and designs are submitted. Applications to be made to William Padwick junior [Lord of the Manor of South Hayling]; Mr Smart, surveyor and builder; Mr Robert Abraham, architect, or Messrs Bromley, Gray's Inn.

This was the site for Norfolk Crescent, which was progressed in phases between 1825 and the mid-nineteenth century but never completed.

By September 1826 the first houses were occupied and applications were being sought for the next phase. William Bromley, Padwick's solicitor, counted Earl Grey as one of his many well-to-do clients but what no-one knew at this time was that Bromley would be made bankrupt in 1844 with debts of over £140,000. He managed to conceal his gross misconduct, by continuing to pay interest, whilst diverting large sums of money for his own use. This behaviour must have contributed to the slow progress in building Norfolk Crescent and probably to the litigiousness of the Lord of the Manor.

William Bromley (1787-1849) was the son of Nathaniel Warner Bromley of Gray's Inn and Badmondfield Hall in Suffolk. William was admitted to Gray's Inn in 1812 and at about this time he married Catherine Taylor, whose mother was a Courtauld. The Courtaulds were Unitarians and, with the Taylors, were 'crape' and silk merchants in Bocking, Essex.

In January 1844 *The Times* reported Bromley's bankruptcy hearing in some detail and his examination at the London Court of Bankruptcy revealed;

A long course of the most nefarious frauds, by which a vast amount of money entrusted to him has been dissipated and some of the owners reduced to beggary. There will not be a shilling in the pound for the creditors. It seems strange that such a character should escape criminal punishment. A highwayman is innocent in comparison.

Bromley had managed to continue to pay the interest due until August 1843, inducing his clients to believe that their money was safe. His examination, however, revealed:

The most shameful breaches of trust ever known among professional men. For example: Mr Bromley had been in the habit of raising large sums of money for a gentleman by the name of Padwick.

Bromley's Counsel stated that William was the father of eleven children, his wife and he were declining in health; he was penitent and contrite. He had property of every description of freehold and leasehold interest and shares in grammar schools, bridges and canals and he should be able to repay some £50,000 of the debts. However, Sir CF Williams, who was hearing the bankruptcy matter, put all the evidence together and concluded that the creditors would not see much of their money again.

As soon as the bankruptcy was declared William's father, Nathaniel, swiftly added a codicil to his will, revoking William's position as an executor and cutting him out of the will altogether. Nathaniel's grandchildren would now receive £30 each in cash and share the proceeds from their grandfather's East-London properties. William's wife's legacy of £2 was substituted with £100 for her own personal use — absolutely not to be used to pay off William's debts. Just in time, as Nathaniel died in the spring of 1844, his will being proved in the April.

William left for New Zealand in October 1846, with his son, also William (born 1816), and between 1847 and 1848 William advertised several plots of land for auction in the Wellington area. This sounds like our man! However, William died after only two years, aged 62, and his death was reported in The Standard as follows:

December 18th 1849, at Wellington, New Zealand, Mr William Bromley, late of Gray's Inn and Upper Clapton.

William Bromley junior died in 1888, aged 72. His obituary states that he was the son of a solicitor, and after serving in the Royal Navy for some years, he came out to New Zealand with a small fortune. He was keen on horse racing and owned and raced several horses in the early days. For a while he kept a hotel. In 1860 he entered His Majesty's Customs, where he was a warehouse keeper until he retired. He was survived by his wife and family.



William Bromley senior was buried with a simple headstone at Sydney Street public cemetery for non-conformists but his grave was one of many later moved to make way for the Wellington highway. He is now buried in the Bolton Street Memorial Park, in the centre of Wellington.

Life on Hayling Island

Betty Marshall née Daisy Elizabeth Pook (1918 to 2011).

The following was written in 2010 by the late Mrs Betty Marshall, whose grandparents, Alfred and Rebecca Green, lived at Hayling. As children when they travelled on the 'Hayling Billy' they would scramble onto the train shouting, 'Bags bunny side' or 'Bags sea side'. Later, when staying with her grandparents, Betty would travel by train to school at Petersfield.



The Old Bath House, later the Beachlands Tea Rooms.

'My grandparents came to Hayling about 1900, first to run what was then, and still is, Clapp's shop on Sea Front Road. They then took over the Old Bath House, situated by what is now the fun fair, and the Beachlands shop and café. There they provided hot and cold sea water baths for the wealthy patrons of the Royal Hotel.

'There was no living accommodation at the Bath House, so they bought and lived in Westfield Bungalow, in Hollow Lane, and this is where we visited them when, as children in the 1920s, my parents brought us over to Hayling on the Hayling Billy. This meant a walk from the station to get to their home

but in my childhood we were expected to walk, and enjoyed walking - there was so much to see.

'The landmarks on the walk were very different from today's surroundings. For instance, in West Town there was still a blacksmith's forge which was always worth a pause. And Ham Farm on the corner of Station Road and Manor Road was still a working farm. I remember there was great excitement on Hayling when about six hayricks in the farmyard burnt down - the theory was that the hay had been stacked before it was properly dry and this led to spontaneous combustion.

'We then turned right down Beach Road for a short distance and so into Hollow Lane, in which Westfield Bungalow was situated. The north side of the first part of Hollow Lane was free of houses and the field behind the flint wall was McMurray's market garden. But on the south side there were several substantial houses. The one I remember clearly was Admiral Startin's house, Wyndlawn. I remember that it had a pair of small cannon at the gate, which always had to be admired and stroked by us children.

'Two or three more houses on and there was Westfield Bungalow, still there today, and a welcome sight to small weary legs because we knew a warm welcome would be waiting.'

Betty also said that the increase in summer visitors, as late as the mid-1920s, meant that her grandparents had to supplement their water supply for the beach café by drawing water from the nearby well.

London to Hayling in a Bath Chair – August 1912

National newspapers reported that:

Mrs Gabriel, an aged London lady, has arrived at Hayling Island in a bath chair drawn by a donkey, after being six days on the road, with her daughter and a nurse walking beside her all the way.

The *Charlie and Adrian* Hayling Lifeboat

Ann Griffiths



In 1888 the *Charlie and Adrian*, a self-righting lifeboat, was presented to the RNLI by Lawrence Trent Cave of London and Ditcham Park, near Petersfield, and named after his two sons, Charles and Adrian. Lawrence Cave was a member of the Royal Yacht Squadron, at Cowes, and was on the Committee of Management of the RNLI, in London, for a total of twenty-four years. The *Charles and Adrian* was launched at Hayling Island in June 1888 in place of the *Olive Leaf*, which had served the island since 1865 and had been sent to Messrs Hansen of Cowes for repairs, having saved 39 lives. In 1888 the President of the local branch of the RNLI was Lord Robert Bruce and the first and second coxswains of the *Charlie and Adrian* were from the Goldring family.

In December 1910 the lifeboat crew rescued seven men from a French schooner four miles off Hayling beach. As the last man was leaving, in heavy seas, the ship rolled over onto the lifeboat, damaging its side and smashing several oars but disaster was averted. The boat was practically under water for five hours and on landing everyone was completely exhausted.

In June 1914 the *Birmingham Daily Post* reported that the Hayling Lifeboat had come to anchor in the placid waters of the city's Cannon Hill park:

Birmingham has done more than most inland towns to contribute to the RNLI. Last year citizens contributed over £900 and are aiming to reach

£1,000 by 11 July, Lifeboat Day. It is hoped that those who gaze on the old craft will be reminded of the duty they owe to the men who helped to make the city's commerce what it is.

St Patrick's Roman Catholic Church

Ann Griffiths

Built using Rowlands Castle bricks and slate from Cornwall's Delabole quarries, St Patrick's Roman Catholic Church in Manor Road, Hayling Island, deserves close inspection. The church was built by James Crockerell of Portsmouth and the architects, JH and WC Mangan of Preston, who also designed the Grade 2 listed Sacred Heart Church at Waterlooville. The specialist work for St Patrick's was done by Marchetti & Co Ltd, who had a Mosaic and Terrazzo works in Portsmouth.

In 1913 Canon James Daly of St Joseph's Roman Catholic Church, Havant, solemnised what was arguably the first Mass at Hayling since the Reformation. It was held in a room at the back of the Grand Hotel, former home of the Sandeman (sherry) family. In 1914 the venue was moved to the old Hayling Church of England schools. However, Daly was anxious to build a local church to cater for the increasing number of Roman Catholics on the Island.

Canon Daly had rescued the insolvent Catholic Mission at Maidenhead between 1894 and 1896. There he had met Miss Emily Louisa Coleman, who later agreed to finance the building of St Patrick's Hayling. Miss Coleman (1849-1927) was the elder daughter of John Coleman of Taplow, Bucks and Golden Square, London. John was a senior member of A Gagniere & Co. Ltd London woollen merchants, and died in 1914, leaving over £300,000. He was described by *The Times* as *the doyen among woollen merchants and one of the pioneers of the export trade of fine woollens*

The Colemans were staunch Roman Catholics, giving generously to St Joseph's Roman Catholic Church at Cookham, Berks, which was also in the Portsmouth Roman Catholic diocese.

It was Canon Daly who laid the foundation stone for St Patrick's in 1924. The opening ceremony took place a year later, on Sunday 5 April 1925, when the Roman Catholic Bishop of Portsmouth, Dr Cotter, attended the first service to be held in the church. He said that God had heard their prayers and was helping in the conversion of England to the truth. Sadly, Miss Coleman was too ill to attend the service but it was hoped that one day she would be able to join them. It was also hoped that a resident priest would soon be installed.

St Patrick's with its patterned blue and red brickwork has much to recommend it. Look closely and you will see that the door and window arches are made of layered slates. The tower, almost 50 feet high, has a deep frieze of buff and deep blue tiles in a diaper pattern. Inside the church there is a beautiful mosaic plaque by Marchetti which is dedicated to St Patrick; the barrel-vaulted ceiling has a rich plasterwork cornice and the original pews, which seat about 130, are of stained and polished Columbian pine. The 1925 altar is of Caen stone and now stands in one of the two side chapels, which have floors of polished terrazzo marble.

The two sympathetically designed transepts, added in the 1960s, have bold stained glass windows and wooden pews and the church now has its own cemetery, parish hall and priest's house.



Miss Emily Louisa Coleman.



St Patrick's Church. *Photo courtesy of Robert Griffiths.*



The altar St Patrick's Church. *Photo courtesy of Robin Walton.*



Pauline Gower, (1910-1947). *Picture courtesy of Michael Fahie.*

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